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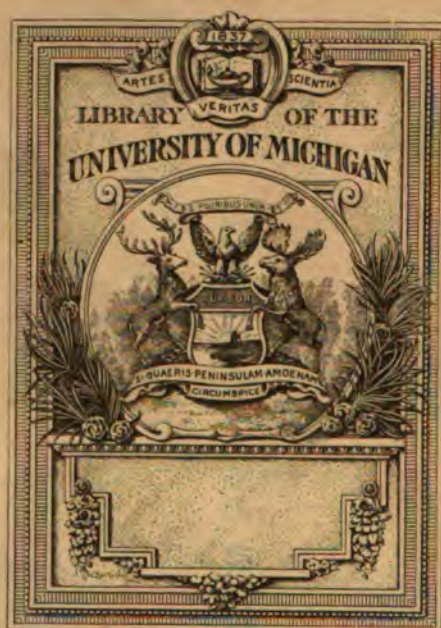
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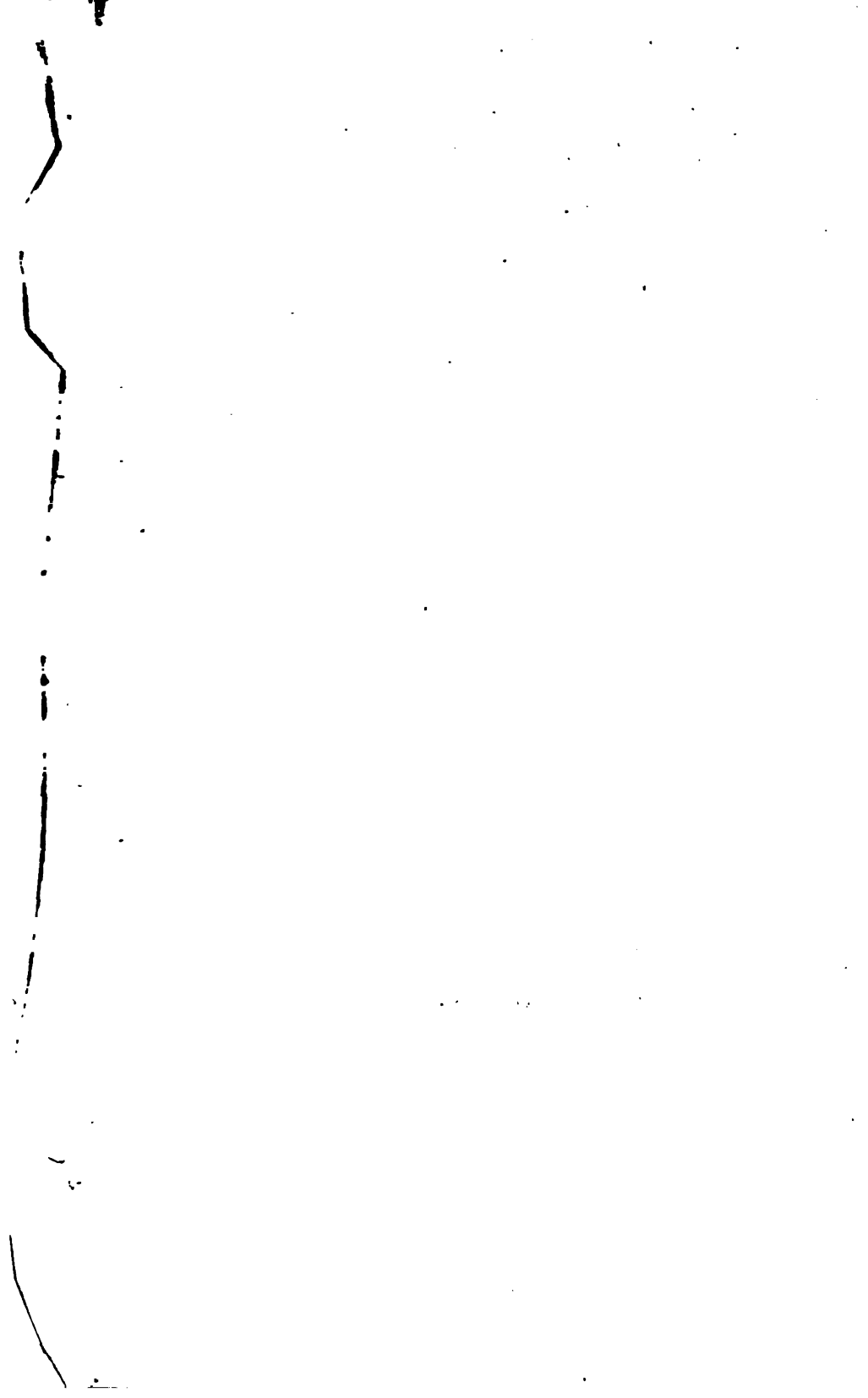
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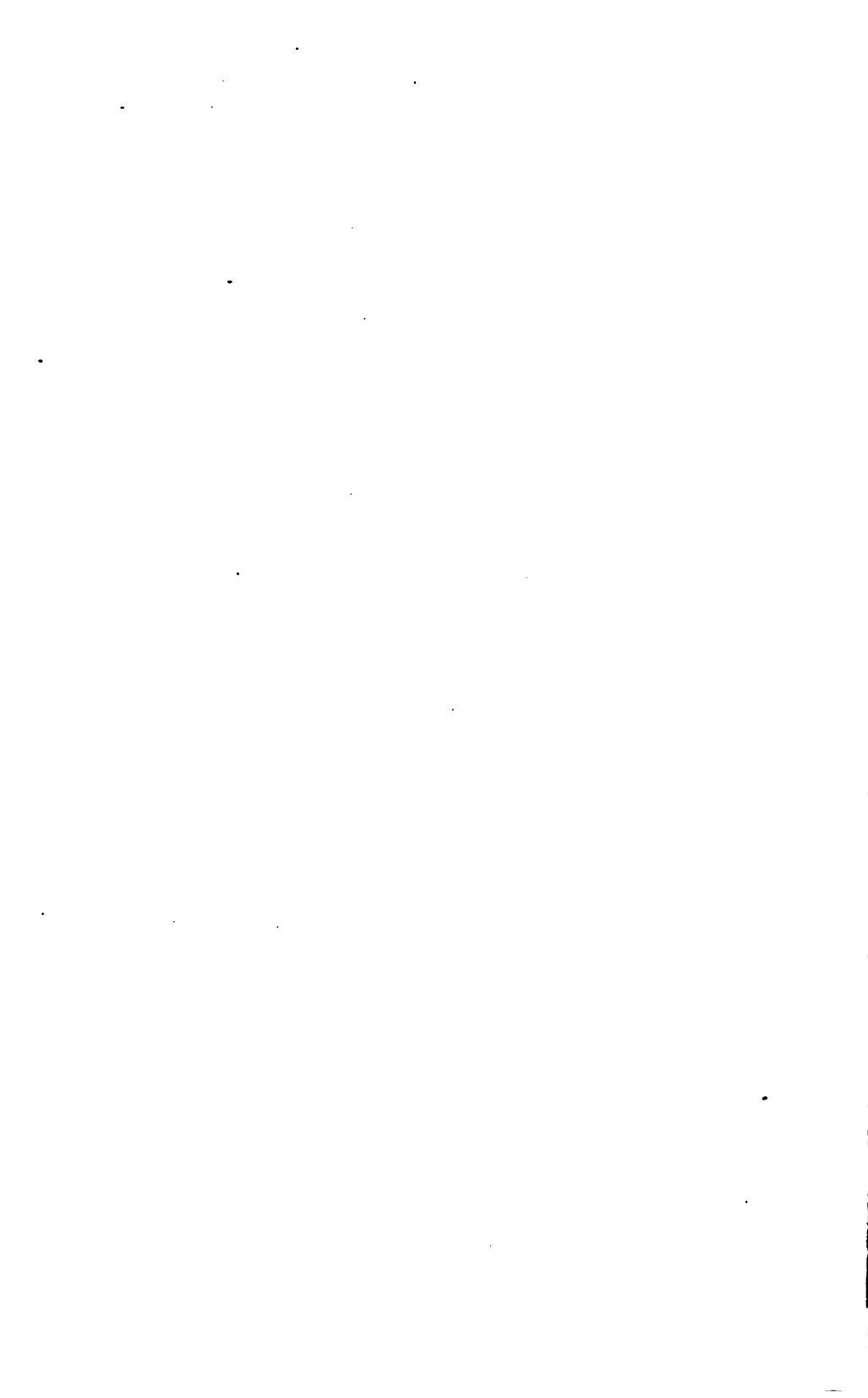
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PUBLIC DOCUMENTS
OF THE
STATE OF CONNECTICUT
VOL. I—PART 2

1909

Printed by Order of the General Assembly

HARTFORD

1910

NOTE.

Commencing with the documents for the year 1900, a Document Number was assigned to each State departmental report.

This number is determined by the chronological order of the first printed independent issue of such report and will in future be retained by it, thus showing the relative chronological place it occupies in the printed reports of the State.

A list of these reports, with the date of first printed issue and the document number of each, appears on the following page.

Thomas D. Brudstreet.

Comptroller.

CHRONOLOGICAL ORDER OF FIRST PRINTED REPORTS OF DEPARTMENTS.

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8.	Board of Education (first issued by Commissioner of Common Schools),	1839
9.	Vital Statistics (first issued by Secretary of State),	1847
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15.	Connecticut School for Imbeciles,	1862
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19.	Fish and Game Commissioners,	1867
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22.	Indebtedness, rate of tax, etc.,	1874
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30.	Shell-Fish Commissioners,	1882
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36.	Highway Commissioner,	1897
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45.	State Police Department,	1903
46.	Mediation and Arbitration,	1901
47.	Geological and Natural History Survey,	1903
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49.	Soldiers' Hospital Board,	1903
50.	Board of Control,	1906
51.	Norwich Hospital for the Insane,	1905
52.	Quadrennial Statement of Property exempt from Taxation,	1910

LIBRARY NOTE.

In order that each department report of the State of Connecticut for a series of years may be quickly located in the bound volumes of Public Documents, the Comptroller has also given each report a Binding Number by which its position in the bound volumes is permanently established, thus enabling each report to be found in the same position and volume from year to year. It should be noted, however, that this arrangement has been interrupted in the volumes of Public Documents covering the odd years, as Chapter 133 of the Public Acts of 1907 provides that only the reports of the Comptroller and Treasurer, and of the Bank, Building and Loan, Insurance, and Railroad Commissioners, respectively, shall be printed annually. On the even years reports are made by all departments.

That these several reports may be placed in the libraries of our several exchanges as soon as convenient after publication, he has provided that the State Librarian shall be supplied with two hundred sets bound in volumes of convenient size, each volume to be bound and labeled in harmony with the regular set and sent out as soon as possible after the printing of the reports belonging therein. This arrangement began with the reports for 1902.

Geo. B. Godard.

State Librarian.

OCTOBER 3, 1910.

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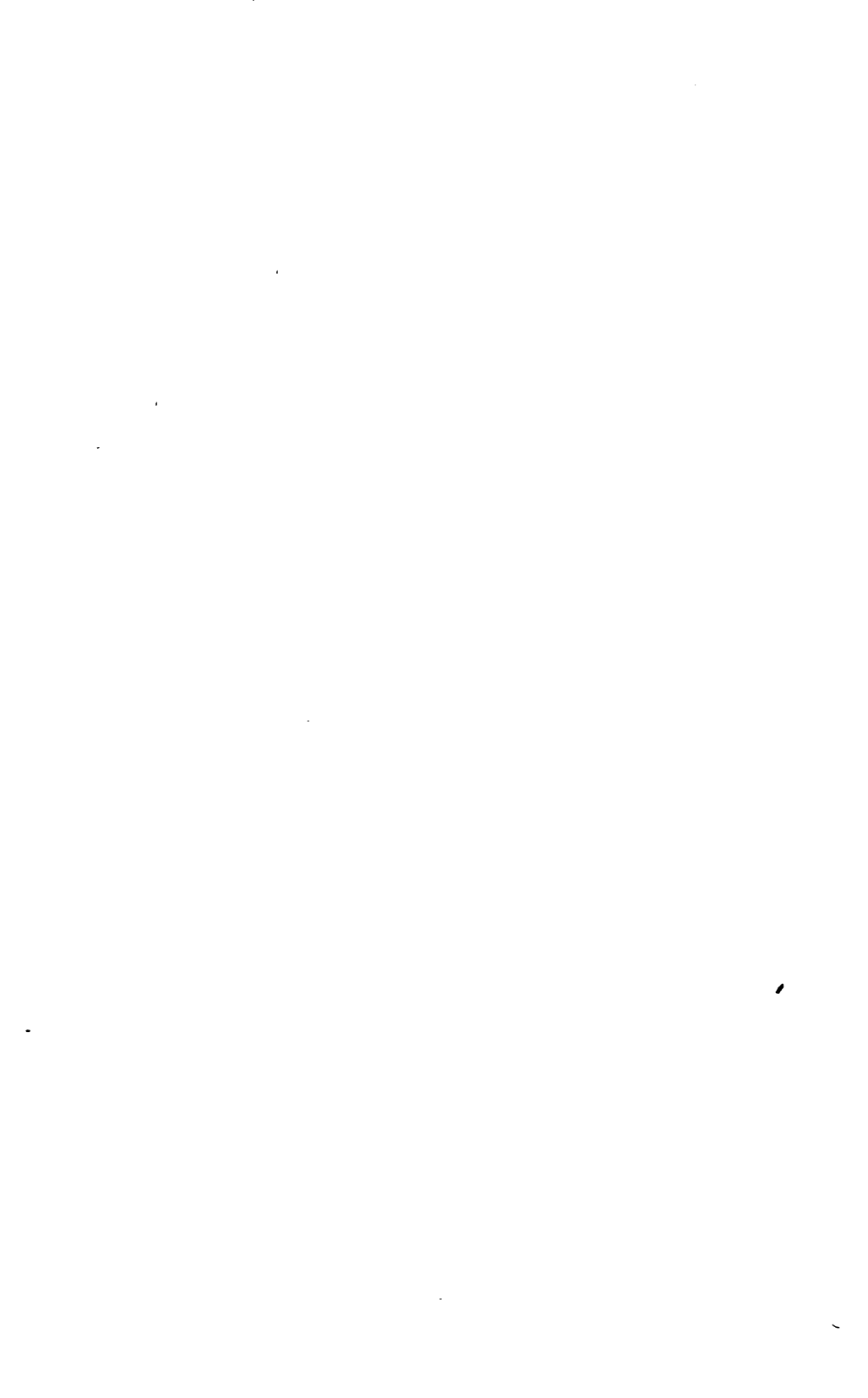
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State of Connecticut
PUBLIC DOCUMENT No. 12

1909

57TH ANNUAL REPORT
OF THE
RAILROAD COMMISSIONERS

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

**Annual Reports of the Steam Railroad Companies of
the State for the Year Ending June 30, and
of the Street Railway Companies
for the same Period**

PRINTED BY ORDER OF THE LEGISLATURE

HARTFORD
PUBLISHED BY THE STATE
1910

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL

State of Connecticut

REPORT.

To His Excellency FRANK B. WEEKS,

Governor of Connecticut:

The Fifty-seventh Annual Report of the Board of Railroad Commissioners is herewith submitted, containing the reports of the operations of the steam railroad and street railway companies for the year ending June 30, 1909, with statistical tables compiled therefrom and a condensed statement of the proceedings of the Board to the date of this report. The gross income from the operation of the steam railroads for the year included in this report was \$57,985,541.90, an increase of \$1,810,094.95 over the income of the previous year and only \$873,687.85 less than the income of the banner year of 1907, indicating a general recovery from the depressed business conditions existing since that date. Of this amount, \$2,530,213.49 was the income of the Central New England Railway Company, \$1,090,174.13 of the New London Northern Railroad Company, \$17,523.31 of the South Manchester Railroad Company and \$54,347,630.97 of the New York, New Haven & Hartford Railroad Company, all showing an increase over the income of the previous year, except the South Manchester Company, which was about \$1,000 less. The amount of this income derived from the passenger service was \$23,394,172.11, being \$161,217.40 less than the previous year, and the number of passengers carried 77,564,350. The amount of gross income from transportation of freight was \$29,464,403.06 and the tons of freight carried 25,574,088.

The union passenger station building in the City of Waterbury was completed and brought into use in the early spring of 1909 at an approximate cost of \$332,000. The

expenditures for other improvements in the city, including new freight houses, freight yards, additional tracks, elimination of crossings, purchase of property, etc., up to June 30, 1909, amounted to \$1,623,000, and it was estimated that about \$150,000 more was needed to complete them, which will make the total expenditures upwards of \$2,000,000.

We think it a matter of sufficient public importance to note what progress has been made in the reduction of grade crossings of railroads since the adoption of the present law in 1889, twenty years ago. There were then one thousand four hundred and ninety-four highway crossings of railroads. One hundred and sixty-five of this number passed over the railroad on overhead bridges, one hundred and thirty-six passed under the railroad through under-grade bridges and one thousand one hundred and ninety-three crossed the tracks at grade. There are now one thousand four hundred and twenty-six highway crossings of railroads, sixty-eight having been discontinued. The present number of under-grade crossings is two hundred and ninety-eight, the number of over-grade crossings two hundred and thirty-four and the number of existing grade crossings eight hundred and ninety-four, a reduction of two hundred and ninety-nine in twenty years, an average reduction of about fifteen per year. The law requires a reduction of at least one grade crossing each year for every sixty miles of road owned or operated within the State.

There are one thousand and six miles of road in the State, but of this mileage fifty-six miles belongs to the New London Northern Railroad Company, operated by the Central Vermont Railway Company, and the statute is so worded as to exempt this railroad from the provisions of law relating to eliminating grade crossings, and in twenty years but one grade crossing has been eliminated on this railroad. The requirements of law, therefore, call for an annual reduction of sixteen grade crossings. If this requirement had been complied with, the number eliminated would have been three hundred and twenty instead of two hundred and ninety-nine. It is, however, elsewhere stated that petitions have been brought, and orders issued by this Board during the past year, for the elimination of fifty-five

crossings, so that the requirements of the law have now been fully complied with.

Between New Haven and New York City not a single grade crossing remains, and from New Haven to New London only seven — two in Guilford, two in Clinton, two in Saybrook and one in Waterford; also between Naugatuck Junction and Waterbury only six crossings remain at grade — three in Milford, two in Derby and Ansonia and one in Naugatuck. The other crossings eliminated during the past twenty years are distributed over different lines in various parts of the State.

The approximate cost of the elimination made on the lines of the New York, New Haven & Hartford Railroad Company, where the changes have principally been made, is stated to be \$7,725,304.63, of which sum \$685,609.71 was subsequently collected from the State, towns or other companies.

State of Connecticut.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

At a meeting of the Board of Railroad Commissioners, held in the city of Hartford on the 23d day of November, 1909, it was ordered that the following minutes be placed on the records of the Board:

The Honorable Orsamus R. Fyler, a member of this Board since July 1, 1897, died at his home in Torrington, November 22, 1909. We, his surviving associates, desire to place on record our appreciation of the valuable services rendered by him in his official capacity.

He was a man possessed of a forceful character, born to be a leader of men; with strong convictions, superior business ability, foresight, sound judgment, and a wise counselor — not calculated to be an inactive factor in any organization to which he belonged. These qualities rendered his advice exceedingly valuable in the deliberations of the various matters brought before this Board. His relations with his associates were invariably cordial, friendly and harmonious, and they feel his death to be a distinct personal loss to them, creating a vacancy exceedingly difficult to fill.

A copy of these minutes will be forwarded to Mr. Fyler's family.

Commissioners,

Wm O. Seymour

Arthur T. Foster

PROCEEDINGS OF THE BOARD REFERRING TO STEAM RAILROADS.

ELIMINATION OF GRADE CROSSINGS.

TOWN OF FARMINGTON.

On December 15, 1908, the New York, New Haven & Hartford and the New Haven & Northampton Railroad Companies petitioned the board asking for an order in the matter of elimination of a grade crossing on the line of the last named company, in the town of Farmington, at a point substantially 2.36 miles northerly of the Farmington station of said railroad, which crossing was known locally as "Curtis" crossing, or West Avon road.

The petition was heard on December 23, 1908, and on January 6, 1909, we issued our finding to the effect that public safety required an alteration in said crossing, the approaches, the method of crossing, the location of the highway or crossing, the closing of the highway crossing and the substitution of another therefor not at grade, and ordered and directed the New York, New Haven & Hartford Railroad Company (lessee of the New Haven & Northampton Company) to locate and construct a new highway, in lieu of the then existing highway, fifty feet in width with a wrought roadway twenty feet in width, beginning at a point in the existing highway substantially four hundred feet southerly of the center line of location of said railroad measured southeasterly along the existing highway; thence in a generally northerly direction about four hundred and fifty feet; thence northwesterly about two hundred feet to an intersection with the existing highway on the westerly side of the railroad location, substantially three hundred feet northerly of the center line of location of the railroad, measured along the existing highway, crossing over the track of the railroad on a bridge having a clear headroom of eighteen feet above the railroad tracks, and a width of twenty feet. We also ordered that after the completion of the alterations and changes

enumerated in this order and shown on the blueprint filed in this office, the existing highway contained within the limits of the railroad company's property lines should be closed.

We also approved of the taking of certain lands and directed that the cost of all the changes ordered to be performed in our finding, should be paid for by the railroad company, including all legal damages.

TOWN OF FARMINGTON.

On December 22, 1908, the New York, New Haven & Hartford Railroad Company petitioned the board asking for a finding in the matter of the proposed elimination of a grade crossing on the line of its Northampton division at a point substantially 1.82 miles north of the Plainville station of said petitioner, in the town of Farmington.

Said petition was heard on January 11, 1909, and on the 15th of the same month we issued our finding to the effect that public safety required an alteration in said crossing and ordered and directed the petitioner to carry said highway under the tracks of its railroad at a point about two hundred and seventy-five feet southerly of the then existing crossing with a roadway twenty-five feet in width between the abutments of the bridge, and with a clear headroom of twelve and one-half feet between the surface of the highway and the under side of the stringers of said bridge; also to construct approaches on each side of said under crossing forty feet wide and with a wrought highway twenty feet in width, connected with the existing highway.

We also approved of the taking of such lands as were shown upon a map filed with the board as necessary in connection with said changes, and ordered and directed that all of the alterations and changes enumerated be paid for by the railroad company.

TOWN OF MERIDEN.

On December 22, 1908, the New York, New Haven & Hartford Railroad Company presented a petition in the matter of its proposed elimination of a crossing at grade on the Hartford division of its railroad, located substantially .7 of a mile north of its Yalesville station, in the town of Meriden.

The plan presented proposed to eliminate said crossing by carrying the highway under the railroad and constructing over said highway a bridge having a clear headroom of twelve feet and a width between the abutments of twenty-five feet, the new grade of said new highway to be substantially as shown on a profile and map filed in this office.

This petition was heard January 11, 1909, and on the 15th of the same month we issued a finding ordering and directing the petitioner to carry said highway under the tracks in accordance with the plan proposed in said petition.

We also ordered that all the work incident to the alterations and changes be performed by the petitioner at its own expenses, including all legal damages connected therewith.

TOWN OF ESSEX.

On December 22, 1908, the New York, New Haven & Hartford Railroad Company petitioned for an order eliminating two highway crossings at grade on the line of the Valley branch of its railroad, located substantially twelve hundred feet and fifteen hundred feet respectively northerly of the Essex station of said company, in the town of Essex, said crossings being known locally as "Doane's" crossing and "Meadow Woods Road" crossing.

The petition was heard on January 12, 1909, and continued from time to time until February 3d, when we found in an order of that date that public safety required an alteration in said crossings, and directed the railroad company to carry the highway over its tracks at a point about one hundred and fifty-five feet westerly of the crossing of the Shore Line Electric Railway on a bridge twenty feet in width, with a clear headroom of eighteen feet above the tracks of said railroad, and with approaches on the northerly side of said bridge constructed at a grade of six feet per one hundred feet, fifty feet in width, with a wrought roadway twenty feet in width, and an approach of similar dimensions on the southerly side of said bridge at a grade of five feet per one hundred feet, connecting with the existing highways as shown on a blueprint on file in this office.

For the purpose of eliminating said crossings and constructing the approaches thereto, we approved the taking of certain land and ordered that all the work incident to the changes should be performed and the land necessary therefor be procured by said company at its own expense, including all legal damages connected therewith.

TOWN OF POMFRET.

On December 22, 1908, the New York, New Haven & Hartford Railroad Company petitioned for an order by this Board in the matter of elimination of a crossing by a highway at grade on the line of its Midland division, in the town of Pomfret, located substantially 1.82 miles northerly of Pomfret station on said division, which crossing was known locally as "Holmes" crossing.

The petition was heard January 18, 1909, at which time the petitioners, the town of Pomfret and other parties interested appeared and were heard, and on January 19th we issued our finding to the effect that public safety required an alteration in said crossing, and ordered and directed said highway to be carried over the tracks of the railroad at a point about one hundred and eighty feet westerly of the existing crossing by a bridge over the tracks, twenty feet in width, with a clear headroom of eighteen feet between the surface of said tracks and the under side of said bridge, and that approaches be constructed on each side of said bridge fifty feet in width, with a wrought roadway twenty-five feet in width, and at such grades and connecting with the existing highway, as were shown on a blueprint on file in this office.

For the purposes enumerated we approved the taking of certain lands, and directed that when the alterations and changes ordered were completed, the present highway should be discontinued and closed within the lines of the right of way of said company.

We further ordered that all the work incident to said alterations and changes be performed and the land necessary therefor be procured by the railroad company at its own expense, including all legal damages connected therewith.

TOWN OF NEW BRITAIN.

On December 22, 1908, the New York, New Haven & Hartford Railroad Company presented its petition asking our approval of its proposed plan for the elimination of a crossing located one mile and a half north of Berlin, in the town of New Britain, said crossing being known locally as "Kelsey's" crossing.

This petition was heard on January 2, 1909, and continued from time to time until February 3d, when all parties were fully and finally heard.

On February 15, 1909, we issued our finding to the effect that public safety required the elimination of said crossing, and determined, ordered and directed that the New York, New Haven & Hartford Railroad Company carry said highway over the tracks of its railroad just northerly of and adjoining the existing crossing, by constructing a new highway substantially five hundred and fifty feet in length and fifty feet in width, the wrought part of same to be twenty feet in width, intersecting at either end on the easterly and westerly sides of the railroad location with the existing highway, carrying said new highway over the railroad by means of an overhead highway bridge having a clear headroom above the tracks of eighteen feet and a width of thirty feet, exclusive of the approaches, which we ordered to be twenty feet. We directed that the grade on the westerly side of the approach of said bridge be constructed at five feet per one hundred feet, and of that on the easterly side seven feet per one hundred feet.

We further ordered and determined that a new highway forty feet in width, the wrought part of which should be twenty feet in width, be constructed on the easterly side of the railroad location, easterly of the existing highway, beginning at a point in said last mentioned highway about nine hundred feet southerly of the Berlin-New Britain highway, so called; thence northeasterly and northerly to an intersection with the Berlin-New Britain highway substantially three hundred feet easterly of the easterly side line of the railroad location, the grade of said new highway to be substantially level.

We also approve the taking of land necessary for the pur-

poses of eliminating said crossing and constructing approaches thereto, and ordered that all the work incident to the changes enumerated should be performed and the land necessary therefor be procured by the New York, New Haven & Hartford Railroad Company at its own expense, and that said company pay all legal damages arising from the changes directed to be made.

TOWN OF STERLING.

On September 5, 1908, the New York, New Haven & Hartford Railroad Company petitioned the board asking for an order in the matter of its proposed elimination of a grade crossing on the line of the New England Railroad Company located substantially twenty-two hundred feet south of Oneco station, in the town of Sterling.

Said petition was heard on September 15, 1908, and adjourned from time to time until January 18, 1909. On the 19th of the same month, being of the opinion that public safety required an alteration in said crossing, we ordered and directed the petitioner to carry said highway under the tracks of its railroad at a point about three hundred and seventy feet easterly of the existing grade crossing, said highway to be twenty-five feet in width between abutments and with thirteen feet clear headroom between the surface of said highway and the under side of a bridge carrying the railroad tracks. We also ordered approaches constructed thereto sixty-six feet in width with a wrought roadway of twenty-five feet wide and at such grades and connected with the existing highway as was shown on the plan on file in this office.

For the purpose of eliminating said crossing and the construction of the new highway in connection therewith, we approved the taking of certain lands, which, in our judgment, were necessary therefor, and ordered that when all the alterations and changes enumerated in said order had been performed, the entire expense thereof should be paid for by the railroad company, including all legal damages connected with such work.

TOWN OF NEWTOWN.

On February 5, 1909, the New York, New Haven & Hartford Railroad Company presented a petition asking for

an order approving of certain alterations and changes on its Berkshire division in the town of Newtown.

This was an application for the elimination of four grade crossings in the town of Newtown, three within a distance of half a mile, on the portion of the line of the former Berkshire division, so called, of the railroad of the petitioner, which extends from the Hawleyville station westerly to the junction of said former Berkshire division with the railroad formerly of the New England Railroad Company, more lately known as the Highland division of the petitioner's railroad, and now known as its Western division; and one crossing on the west branch of the "Y" which connects said Berkshire division with the former Bethel branch, so called, by discontinuing the use of that portion of the former Berkshire division above described and transferring its traffic to the main line of said Western division from said junction point to Hawleyville station; also by discontinuing the use of the westerly branch of the "Y," so called, from a point in the line of the railroad formerly known as the Bethel branch, to its junction with the former Berkshire division.

This petition was heard on the 23d of February, at which time the petitioner appeared to prosecute its petition but the town of Newtown made default of appearance.

After careful consideration of the evidence presented and from our own personal knowledge of the locality affected by the proposed changes, we found that public safety required the elimination of the crossings specified in the petition, in the manner proposed, and were of the opinion that as there were no stations on the portion of the line to be discontinued no inconvenience to passengers or communities could arise by reason of the change of route, and that the facilities for the transportation of passengers and freight by the proposed new route would equal those afforded by the old one.

On March 4, 1909, we therefore issued our finding to the effect that the allegations of said petition were true, and determined that the alterations and changes described in the petition should be made by the New York, New Haven & Hartford Railroad Company and at its expense, and further

that the use as a railroad of that portion of the line of railroad formerly known as the Berkshire division substantially two thousand three hundred feet in length from a point in the northerly line of the highway which forms the grade crossing known as "Peck's" crossing, and extending thence westerly to its junction with the line of the railroad formerly known as the Highland division and more lately as the Western division, be discontinued by the New York, New Haven & Hartford Railroad Company, and that said company substitute therefor a new line of railroad coincident with and on the line and location formerly of the New England Railroad Company, now of the petitioner, and formerly known as the Highland division and more lately as the Western division, hereinbefore described, beginning at said junction point last mentioned, thence on and along the line of railroad of said Western division to the junction of said Berkshire division with said Western division just easterly of said Hawleyville station in the town of Newtown. And also that the use as a railroad of the line formerly the westerly side of the "Y," so called, between its junction with said Berkshire division line of railroad and said former Bethel branch line of railroad be discontinued, so as eliminate the crossings at grade of said railroad by the highways in said town known locally as "Peck's" crossing, the "Lake" crossing, and the "Tower" crossing, respectively.

TOWNS OF BROOKFIELD AND NEW MILFORD.

On February 18, 1909, the New York, New Haven & Hartford Railroad Company presented its petition asking for an order in the matter of elimination of a highway crossing at grade of its railroad in the town of Brookfield, leading to Danbury and from the town of Brookfield to the town of New Milford; and also the elimination of the crossing at grade in the town of New Milford, leading from the town of Brookfield to the town of New Milford, substantially one mile northerly of the Brookfield station of said petitioner, said crossings being known locally as the "Crosby" crossings.

The plan submitted for the elimination of said crossings was to close and discontinue so much of said highways as were

within the limits of the railroad location, and substitute therefor a new highway on the westerly side of the railroad location about eighteen hundred feet in length, sixty feet in width, the wrought part of same to be twenty feet in width, commencing at a point in said highway leading to Danbury on the westerly side of the railroad location at a point substantially one hundred and fifty feet from the grade crossing of said highway to Danbury, thence in a generally northerly direction to a connection with the existing highway to New Milford on the westerly side of the railroad location, and constructing a branch thereof about midway of said new highway easterly (with a width of sixty feet, the wrought part of which should be twenty feet in width) under the tracks and location of said railroad to a connection with the existing highway on the easterly side of the railroad location, carrying said railroad over said highway by means of an overhead railroad bridge, having a clear headroom of twelve and one-half feet and a clear space between the abutments of twenty feet.

The petition was heard on the 23d of February, and no one appearing in opposition to the plan submitted, we ordered the elimination of said crossings in the manner proposed, and directed that all the work incident to said changes should be performed, and all the land necessary therefor be procured by the New York, New Haven & Hartford Railroad Company at its own expense, including all legal damages connected therewith.

We also approve of the taking of certain lands shown on a blue-print on file in this office, the same being necessary, in our judgment, in connection with said changes and alterations.

TOWN OF WILTON.

On February 18, 1909, the New York, New Haven & Hartford Railroad Company filed its petition to the effect that public safety required an alteration in two crossings at grade on the Danbury branch of its railroad, by the highway known as the "Old Danbury turnpike" road, or "Smith's" crossing, located just southerly of Georgetown station, in the town of Wilton.

•

The plan presented for the elimination of the crossings included the discontinuing and closing of those portions of the existing highway lying between the limits of the railroad location and that portion of the highway which is on the westerly side of the railroad location, between the points where said highway crossed said railroad, and by constructing in lieu thereof a new highway entirely on the easterly side of the railroad location, substantially fifteen hundred feet in length and forty feet in width, connecting at either end with the existing highway on the easterly side of said railroad location, and constructing therefrom a branch (crossing under the tracks and location of the railroad) to form a connection with the highway which extends westerly across the Norwalk river to the highway on the westerly side thereof, having a width of twenty-five feet, carrying said railroad over said new highway by means of a railroad bridge having a clear headroom of twelve and one-half feet and a clear space between the abutments of twenty-five feet.

This petition was heard February 23, 1909, at which time the town of Wilton and certain property holders appeared and were fully heard.

On February 24th we found that public safety required an alteration in the two crossings at grade described in said petition, and ordered and directed the New York, New Haven & Hartford Railroad Company to eliminate the same in accordance with the plan proposed; we also approved of a change of location of the railroad and the taking of certain lands shown on map on file in this office.

We further ordered that all the work necessary for said changes should be performed and the lands necessary therefor be procured by the railroad company at its own expense, including all legal damages connected therewith.

TOWN OF LEBANON.

On April 15, 1909, the New York, New Haven & Hartford Railroad Company presented its petition in the matter of eliminating a grade crossing in the town of Lebanon, on the Air Line division of its railroad, which crossing was located

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one mile east of Chestnut Hill station and known locally as the "Liberty Hill" road.

This petition was heard April 27, 1909, when the petitioner appeared to prosecute its petition, but all other parties interested failed to appear.

On May 12, 1909, we issued our finding to the effect that public safety required an alteration in said crossing and ordered and directed that same be eliminated in accordance with the railroad company's plan, by constructing over the railroad a highway bridge having a clear headroom of eighteen feet and a width of twenty feet, and to change the grade of said highway by constructing approaches on each side of said proposed bridge, twenty-five feet in width, with a grade of eight per cent. on the north side, and four per cent. on the south side.

We also approved of the taking of certain lands necessary in connection with said work and ordered and directed that the lands necessary be procured by the railroad company at its own expense and the entire cost of said changes, including legal damages, be paid for by said company.

TOWN OF POMFRET.

On April 15, 1909, the New York, New Haven & Hartford Railroad Company presented its petition asking for an order in the matter of elimination of a grade crossing in the town of Pomfret, located about 1.27 miles north of the Pomfret station, which crossing was known locally as "White's" crossing. The plan presented proposed to eliminate said crossing by carrying the highway over the tracks and location of the railroad by a bridge having a clear headroom of eighteen feet and a width of twenty feet.

The petition was heard on April 27, 1909, and continued until May 11th, when the petitioner and certain property holders appeared and were heard.

On May 12, 1909, we issued our finding granting the petition of the railroad company as to the manner of eliminating said crossing and ordered that the change in grade of the highway on either side of the bridge proposed to be constructed, forming approaches thereto, be seven per cent. on the north

approach and six per cent. on the south, with a wrought roadway of twenty-five feet.

We also approved the taking of certain lands in connection with the work and ordered that all the work necessary in the changes proposed, including the taking of land and necessary damages connected therewith, be paid for by the New York, New Haven & Hartford Railroad Company.

TOWN OF COVENTRY.

On April 15, 1909, the New York, New Haven & Hartford Railroad Company petitioned this board for an order approving of its proposed plan of eliminating the grade crossing in the town of Coventry, substantially one mile east of the Hop River station of said company on the Highland division of its railroad.

This petition was heard April 27, 1909, when said petitioner appeared to prosecute its petition and the selectmen and certain property holders also appeared and were fully heard.

On May 6, 1909, after consideration of the petition and finding that public safety required an alteration in said crossing, we ordered that same be eliminated in accordance with the plan proposed by the railroad company, and ordered and directed that all the work incident to said changes be performed, and the land necessary therefor be procured by the said railroad company at its own expense, including all legal damages connected therewith.

TOWN OF WINDHAM.

On May 14, 1909, the selectmen of the town of Windham petitioned this board asking that crossings in said town known as the "Windham" road and "Abbe" crossing, respectively, which crossings were on the line of the New York, New Haven & Hartford and the New London Northern Railroad Companies, be eliminated.

This petition was heard on May 25, 1909, and on June 24th we found that public safety required that said crossings be abolished and that one not at grade be substituted about midway between said crossings, which new highway should be carried under the tracks of said railroad companies about midway between the crossings named, and as shown on a blueprint on

file in this office, said under crossing to have an opening of thirty feet in width between the abutments and a clear headroom of thirteen and one-half feet between the surface of the roadway of said under crossing and the bottom girders of the bridge carrying the tracks of said companies over said under crossings. We also ordered the construction of new highway approaches fifty feet wide, with a wrought roadway twenty-five feet in width, and with such grades as were shown on the plan above referred to.

We also found it necessary to take certain lands in connection with said improvements, which we approved of, and ordered that when said work was completed and ready for public use, the old crossings be discontinued and closed within the limits of the company's right of way. We further ordered that all the work incident to said changes be performed by, and all lands, if any, necessary for said changes, be purchased by the New York, New Haven & Hartford Railroad Company, and that upon the completion of same one-eighth of the entire expense, including land and incidental damages, be paid by the town of Windham, three-eighths by the Central Vermont Railway Company (lessee of the New London Northern Railroad), and four-eighths by the New York, New Haven & Hartford Railroad Company.

TOWN OF GRISWOLD.

On June 3, 1909, we issued an order for the elimination of a highway crossing in the town of Griswold, known as "Tadpole" crossing, being a highway leading from Plainfield to Jewett City, said crossing being substantially one mile east of the Jewett City station of the New York, New Haven & Hartford Railroad Company.

The plan proposed eliminated the crossing by constructing a new highway twenty-five feet in width, beginning at a point in the present highway on the northerly or westerly side of the railroad location, substantially six hundred feet from the existing grade crossing; thence running in a generally southerly direction substantially seven hundred feet to the railroad location and crossing said location and tracks by means of a bridge

twenty feet in width, having a clear headroom of twenty-two feet; thence substantially four hundred feet, intersecting the present highway on the southerly side of the railroad location, substantially six hundred feet from the present highway, which was within the points of intersection with the new highway.

We ordered that when said work should be completed, that portion of the highway within the limits of the railroad location should be discontinued and closed. We found that for the purpose of eliminating said crossing and constructing said new highway it was necessary to take certain lands, which we approved of.

All the work incident to the changes proposed we ordered to be performed and the land necessary therefor procured by the railroad company at its own expense, including all legal damages connected therewith, said company having brought the petition.

TOWN OF REDDING.

On June 15, 1909, the New York, New Haven & Hartford Railroad Company presented its petition asking for an order in the matter of elimination of the crossings at grade of its railroad, formerly known as the Danbury & Norwalk Railroad, in the town of Redding, which crossings were known locally as "Coles" crossing and "Merchant's" crossing, located substantially one mile south of Redding station. In said petition it was proposed to eliminate the crossing known as "Coles" crossing by discontinuing and closing that portion of the highway lying within the limits of the railroad location and by constructing a new highway 49.5 feet in width on the easterly side of the railroad location and extending in a generally southwesterly direction to an intersection with a highway described as the "Back" road to Redding. It was further proposed to eliminate the crossing known as "Merchant's" crossing by carrying the highway over the railroad just northerly of its location, and constructing over the railroad location and tracks a bridge with a clear headroom of eighteen feet and a width of twenty feet.

This petition was heard on June 22d, at which time no one appeared in opposition to the plan proposed, and on July

7th we issued our finding eliminating the said crossings in accordance with the plans presented by the railroad company, approved of the taking of certain lands, and ordered that the entire expense of said change, together with all legal damages connected therewith, be paid for by the railroad company.

TOWN OF NEW MILFORD.

On June 16, 1909, upon petition of the New York, New Haven & Hartford Railroad Company asking that we approve of its proposed plan for the elimination of two grade crossings on the line of its railroad, known locally as "McMahon's" and "Cummings," in the town of New Milford, we heard same on June 15th, when said parties appeared and no objection was made to the plans proposed. We therefore issued our finding on June 16, 1909, to the effect that public safety required the elimination of said crossings and ordered and directed said railroad company to construct a new highway 60 feet in width, with a wrought roadway twenty feet wide, in lieu of one then existing, on the westerly side of its railroad, beginning at a point in the existing highway substantially two hundred feet northerly of "McMahon's" crossing; thence running in a generally southwesterly direction about eleven hundred feet to its intersection with the existing highway on the westerly side of the railroad location substantially one hundred and fifty feet westerly of "Cummings'" crossing.

We also found that certain land was necessary in connection with the proposed work, and approved of the taking of such as was described on plan filed in this office and enclosed in yellow lines.

We ordered that all the work incident to the changes be performed and the land necessary therefor procured by the railroad company at its own expense.

TOWN OF BROOKFIELD.

On August 5, 1909, the New York, New Haven & Hartford Railroad Company presented its petition to the effect that public safety required the elimination of six grade crossings on the line of its Western division, extending westerly and northerly from Hawleyville Junction, so called, to the Brook-

field Junction station. Also that the portion of said Western division from Danbury to said Brookfield Junction station crossed at grade the highway leading to Danbury, substantially thirty-three hundred feet southerly of Brookfield Junction station; that the company "proposed to eliminate the crossing at grade of the line of railroad hereinbefore described, from Hawleyville to Brookfield Junction, between the present junction with the line from Hawleyville to Danbury just westerly of Hawleyville station, by the highway leading to Bethel, by discontinuing a portion of said line of railroad from a point in the then existing line from Hawleyville to Danbury at the present tower about three thousand feet westerly of Hawleyville station, to a junction with said line from Hawleyville to Danbury substantially sixty-eight hundred feet westerly of said first mentioned point, substituting therefor a new line of railroad coincident with and on the line and location of said line from Hawleyville to Danbury, between which said points there was no existing railroad station." It was also further proposed in the petition of the company to so far alter the location of the portions of said line from Hawleyville to Brookfield Junction, westerly and northerly of said proposed new junction to Brookfield Junction station, as to change the radius of its curves, the width of its layout, the extent of its depot grounds, its slopes and embankments and to straighten and improve its lines and extend its lines of sight, and to add to the number of its main tracks, the center line of said new line being described in the petition of said company. "It was further proposed by said change of location of that portion of said line from Hawleyville to Brookfield Junction, last described, to eliminate five grade crossings, one of the main highways from Brookfield Junction to Bethel, one of the highways leading westerly from the main Brookfield Junction-Bethel highway to a junction with the highway leading to Danbury adjoining the former Danbury branch on its easterly side, one of the highways leading from said Brookfield Junction-Bethel road to Danbury northerly of said last mentioned grade crossing, one of the highways leading southerly to Bethel from a junction with the highway leading from the Brookfield Junction-Bethel

road to Danbury over Still river, and one of the highways leading westerly to Danbury over Still river from the Brookfield Junction-Bethel road."

Further, that for the purpose of eliminating said grade crossings and constructing new highways in connection therewith, and for the alteration of the location of said railroad so as to change the radius of its curves, the width of its layout, etc., it was necessary that certain land in said town of Brookfield should be taken, and said company therefore asked that this board approve the changes and alterations in the location of said railroad as in said petition described, the discontinuance of the portions of railroad therein described, and to determine and approve the alterations and changes proposed in connection with the elimination of said crossings, as well as to approve the taking of lands for all of the purposes set forth in said petition.

This petition was heard on August 12, 1909, when said railroad company appeared to prosecute its petition and was fully heard.

After careful consideration of said petition, and finding that public safety required alterations in said grade crossings, the closing of the highway crossings and the substitution of other highways therefor not at grade, we determined and ordered on August 30, 1909, that the "grade crossing of the highway leading westerly to Danbury over Still river from the Brookfield Junction-Bethel road by the line of railroad from Brookfield Junction to Danbury be so altered and changed as not to cross at grade, by the construction of the new highway hereinbefore described as in lieu of the discontinued portion of the highway leading westerly to Danbury over Still river, from the Brookfield Junction-Bethel road, carrying said highway over the tracks and location of said railroad by means of a highway bridge twenty feet in width, having a clear headroom of eighteen feet, all as more particularly delineated and described on blueprint plan."

"We also found that public safety required, and we therefore ordered and determined the elimination of the crossing at grade of the line of railroad hereinbefore described, from

Hawleyville to Brookfield Junction (by the highway leading to Bethel), by discontinuing and removing a portion of said line of railroad from a point in the present line of railroad from Hawleyville to Danbury at the present tower, about three thousand feet westerly of the Hawleyville station, to a point substantially sixty-eight hundred feet westerly of said first mentioned point, so as to coincide with the line and location of said railroad from Hawleyville to Danbury, it being specially found that there was no station or stations between said points of discontinuance and that proper and adequate service would be afforded to the public in the transportation of passengers and freight within the town in which said line of railroad was located."

"We further ordered that the grades of the existing highway, where changed, and of the highways herein ordered to be constructed, are to be substantially as shown by the profiles on Sheet No. 5 of said plan, and for all the railroad purposes set forth in said petition we found that it was necessary that said, The New York, New Haven & Hartford Railroad Company, take certain land in said town of Brookfield, which land is shown within the area enclosed by yellow lines on Sheets Nos. 2, 3 and 4 of said map, and approved the taking of said lands for said purposes within the limits described."

"We further ordered and determined that all the foregoing changes and alterations be made and paid for by said The New York, New Haven & Hartford Railroad Company at its own sole cost and expense, including the damages to any person whose land was taken and the special damages which the owner of any land adjoining said public highway should sustain by reason of any change in the grade of such highways."

TOWN OF THOMPSON.

On August 11, 1909, the New York, New Haven & Hartford Railroad Company presented its petition asking that this board determine the alterations and changes proposed in a crossing at grade of its railroad in the town of Thompson, located substantially .74 mile north of Thompson station. In said petition it was proposed to eliminate said crossing by

discontinuing and closing that part of the existing highway lying within the limits of the location of the petitioner's railroad, and by constructing in lieu thereof a new highway fifty feet in width and carrying same over the tracks and location of the railroad on a bridge twenty feet in width and having a clear headroom of eighteen feet.

This petition was heard on the 1st day of September, 1909, and on the 8th day of the same month we issued our finding to the effect that public safety required an alteration in said crossing, and ordered that the same be eliminated in accordance with the plans presented by the company.

We also approved of the taking of certain lands in connection with said proposed improvements and ordered that all the work incident to the changes should be performed and the land necessary therefor be procured by the railroad company at its own expense, including all legal damages resulting therefrom.

TOWN OF CLINTON.

On November 2, 1909, the New York, New Haven & Hartford Railroad Company presented its petition asking for an order for the elimination of a crossing in the town of Clinton known as "Buell's." The petition and plan presented proposed to eliminate said crossing by carrying the highway over the railroad by means of an overhead highway bridge twenty feet in width, having a clear headroom of eighteen feet.

This petition was heard on December 1, 1909, and on the following day we granted the petition of said company and ordered that the crossing be eliminated in accordance with plan presented. We also approved of the taking of certain lands necessary in connection with said elimination, and directed that all the work incident to the changes be performed and the land necessary therefor be procured by the railroad company at its own expense, together with all legal damages connected therewith.

PROTECTION AT CROSSINGS.

TOWN OF THOMPSON.

On January 2, 1909, upon petition of the selectmen of the town of Thompson asking for protection at a grade crossing

on the line of the Norwich and Worcester Railroad, leased by the New York, New Haven & Hartford Railroad Company, by the installation of gates, electric bells, or the maintenance of a flagman, we issued an order, after visiting the location and finding that public safety required protection at said crossing, to the effect that the New York, New Haven & Hartford Railroad Company should within sixty days from the date of our order, install and maintain an electric bell at said crossing to give warning to the public using said highway of the approach of all engines, cars or trains.

TOWN OF ESSEX.

On May 27, 1909, upon petition of the selectmen of the town of Essex, after visiting the location of said crossing and hearing said petition, we ordered that a flagman be stationed at a crossing on the Valley branch of the New York, New Haven & Hartford Railroad Company, just north of the Essex station of said company.

TOWN OF ROXBURY.

On October 16, 1909, the selectmen of the town of Roxbury presented a petition asking that this board issue an order to the New York, New Haven & Hartford Railroad Company requiring the erection and maintenance of a suitable gate or other device at a crossing in said town for the protection of the traveling public.

This petition was heard October 26, 1909, upon which date we visited said crossing, and listened to the evidence presented by the town and the railroad company; and on November 1, 1909, we issued the following order:

"And now after such notice and hearing, having visited and examined said crossing, which is in close proximity to the railway station in said town of Roxbury, over which three regular trains pass daily at a slow rate of speed and upon which there is a limited amount of highway travel, we are of the opinion that public safety would be subserved by requiring, and we do hereby require and order said railroad company, to cause all trains to pass over said crossing at such a rate of speed

as at all times to be under such complete control as to be able to avert a collision with the traffic upon said highway, and in addition thereto that the station employees be required to use their utmost endeavors to warn those using said highway of all impending danger from the passage of switching engines or cars."

TOWN OF WASHINGTON.

On November 10, 1909, at the request of the New York, New Haven & Hartford Railroad Company, we ordered the erection and maintenance, within sixty days from the date above named, of electric signal bells at two crossings located one thousand three hundred and forty feet and two thousand eight hundred feet, respectively, north of Washington station on the line of said railroad.

TOWN OF SIMSBURY.

On the 17th day of November, 1909, the selectmen of the town of Simsbury presented their petition asking that protection of some character be provided at a grade crossing on the line of the Central New England Railway, located about three hundred feet east of Tariffville station.

This petition was heard on December 1st, and after an examination of the crossing and hearing the evidence offered, not only by the railroad company but residents of Tariffville, and after a careful consideration of the petition, we were of the opinion that public safety required that all engines, cars or trains passing over said crossing should be limited to a speed of five miles per hour (which limitation would render the crossing reasonably safe), and it was so ordered.

SIDE TRACKS ACROSS HIGHWAYS.

CITY OF WATERBURY.

On April 19, 1909, the city of Waterbury, through its mayor, presented a petition asking for an order authorizing the construction, maintenance and operation of four side tracks to be used for switching purposes only, across Liberty street in said city.

After giving proper notice to the railroad company and the petitioner, and visiting the location, as required by statute, we ordered the New York, New Haven & Hartford Railroad Company to construct, maintain and operate said side tracks for switching purposes only, at grade across Liberty street, with the usual restrictions as to speed and the maintenance of a flagman at said crossing when being used for switching purposes.

TOWN OF BETHEL.

On May 3d and 10th, 1909, the selectmen of the town of Bethel presented petitions asking that authority be given the New York, New Haven & Hartford Railroad Company to construct across certain highways in said town, spur tracks leading to the Bethel and Redding Lime Company and to the Bridgeport Wood Finishing Company.

As required by statute, the location of said proposed spur tracks was visited by this board, after giving proper notice to the railroad company and to the selectmen of the town, and on May 20, 1909, we authorized the construction of such spur tracks for switching purposes only, with the usual restrictions of speed to six miles per hour and the requirement that a flagman with a white flag by day and a red lantern by night should give warning to the public using said highways of the approach of engines, cars or trains.

CITY OF BRIDGEPORT.

On July 21, 1909, the city of Bridgeport presented its petition for an order authorizing the laying of a side track at grade for switching purposes only, from the tracks of the Berkshire division of the New York, New Haven & Hartford Railroad Company in said city, across Housatonic avenue, which track was desired for the use of the Bridgeport Brass Company.

This petition was heard on July 27th, and on the same date (no one appearing in opposition to said petition) we authorized the construction, maintenance and operation of said track across said avenue, with the usual limitation of speed of all engines, cars or trains while crossing said avenue. and

providing that a flagman should be stationed at said avenue at such times to give warning of the approach of all engines, cars or trains.

TOWN OF MIDDLETOWN.

On July 27, 1909, the selectmen of the town of Middletown presented their petition for an order authorizing the laying of a side track at grade for switching purposes, leading from the Meriden branch of the New York, New Haven & Hartford Railroad Company, across a highway immediately north of Smith's station, it being claimed that said track was desired for the use of a firm known as The Bagley and McDonald Company.

This petition was heard August 4th, and on the same date, no one appearing in opposition to the granting of said petition, we authorized the New York, New Haven & Hartford Railroad Company to construct, maintain and operate a side track, to be used for switching purposes only, across said highway, and prescribed that the speed of all engines, cars or trains while crossing the same should not exceed six miles per hour and that a flagman be stationed at said crossing when being used for switching purposes.

TOWN OF WEST HARTFORD.

On October 16, 1909, the selectmen of the town of West Hartford presented their petition asking for authority to cross a highway in said town known as Flatbush avenue, by a side track, to be used for switching purposes and for the benefit of the Board of Water Commissioners of the city of Hartford.

This petition was heard on October 19th, and on November 1st we granted said petition, prescribing that the speed of all engines, cars or trains while passing over said highway should not exceed six miles per hour and that when being so used should be protected by a flagman.

CHANGE IN LOCATION OF HIGHWAY.

TOWN OF PLYMOUTH.

On July 15, 1909, the New York, New Haven & Hartford Railroad Company presented its petition asking for an amend-

ment of a previous order of this board, dated July 30, 1906, in regard to certain improvements in its line of railroad in the town of Plymouth, which affected the layout, location and grade of a highway leading from Bristol to Waterbury and from Bristol to Wolcott, stating that said town desired a change in the grade of said new highway and its extension northerly to Hancock Brook, so called.

This petition was heard on July 27, 1909, and no one appearing in opposition to said petition, we issued our finding on July 27th, amending our previous order and defining the grade of said new highway and its extension.

TOWN OF BRISTOL.

On August 25, 1909, the town of Bristol presented its petition asking for a change in the location of a highway proposed to be laid out in connection with the elimination of Henry and East streets in said town, which work was ordered to be done by this board in a finding dated November 10, 1908. The railroad company and the town having agreed upon the proposed changes, and no opposition being offered on the part of anyone, we granted the petition of said town by an order dated September 7, 1909.

TRANSPORTATION OF EXPLOSIVES.

On September 9, 1909, pursuant to Section 3771 of the General Statutes of the State, we ordered:

That no railroad company should receive for transportation or transport any explosive material or compound except in accordance with "the rules of the American Railway Association and regulations of the Interstate Commerce Commission, effective July 1, 1909," and published as "Interstate Commerce Commission No. 04," which publication includes the regulations of the American Railway Association for the transportation of inflammable articles and acids.

ABANDONMENT OF STATIONS.

TOWN OF THOMPSON.

On October 20, 1909, the New York, New Haven & Hartford Railroad Company petitioned this board asking for an order

authorizing the abandonment of stations on its Norwich & Worcester division, known as "Grosvenordale" and "North Grosvenordale," after the establishment of a new station on said line of railroad substantially midway between the two stations named. The usual notice required by statute was posted in both stations for thirty days previous to November 26, 1909, when we met at said stations and heard the petitioner and numerous persons using the stations proposed to be abandoned. There being no objection to the petition, we issued a finding on December 3, 1909, approving of such abandonment at such time as a new station should be built, provided with suitable platforms, station grounds, side track and convenient approaches for public service.

DETERMINATION OF HEIGHT OF WIRES UNDER BRIDGE.

TOWN OF EAST HARTFORD.

- On January 25, 1909, the New York, New Haven & Hartford Railroad Company petitioned for the approval of the location of a trolley wire (to be used in the operation of its electric system) over its steam railroad tracks at a height of less than eighteen feet in the clear above the rails of the petitioner's railroad where said wires pass under a bridge in the town of East Hartford, carrying the highway known as Long Hill street over the tracks of said company.

This petition was brought under a statute which requires the Commissioners to determine the height, etc., of a structure of any character over the tracks of a steam railroad.

On February 3, 1909, we issued our finding allowing said wires to pass under said bridge at a height not less than seventeen feet, six inches above the roadbed of said company.

CITY OF SOUTH NORWALK.

Complaint as to Condition of Bridge at Washington and Main Streets, and Asking Better Accommodations for Passengers Desiring to Take Electric Cars.

On May 23, 1909, the mayor of the city of South Norwalk petitioned for a hearing in reference to the condition of a bridge

at the intersection of Washington and Main streets in said city, complaining of the noise caused by trains passing over said bridge, and also in said petition asked for better accommodations for passengers alighting from steam trains and desiring to take electric cars.

This petition was heard at South Norwalk on May 13, 1909, and on the 26th of the same month we issued our finding as follows:

"And now on consideration and after careful examination we find the flooring on the Washington and Main street bridge needs renewing. The renewal of the floor of the Monroe street bridge is already in progress and that of the Washington and Main street bridge will immediately follow. The number of pedestrians and teams constantly passing under each of these bridges, particularly that of the one located at the junction of Washington and Main streets, renders it important that the best possible effort of the railroad company be made to protect the public passing underneath from exposure to the drippings from engines and cars passing overhead. This can be effectually done over the sidewalks under said bridge, as the headroom there is ample for placing proper protection underneath without interference with pedestrian travel. This is not the case with the space over the roadway under said bridge, where the headroom is so limited for the passage of street cars and vehicles as not to admit of the placing of protection flooring underneath. However, the flooring placed on the cross ties of the bridge can and should be so arranged as to prevent such exposure from dripping water, oil, etc., as was complained of at the hearing. More than ordinary care should be taken to provide reasonable protection over such a thoroughfare to pedestrian and vehicular travel. The noise of traffic complained of in passing over the bridge spanning the intersection of Washington and Main streets, which we are asked to prevent, presents a problem difficult of solution. It has not yet been solved anywhere under similar conditions. Noise is an inevitable result of railroad traffic, but it should be reduced to a minimum, and it was with this purpose that this petition was brought, with which petition we are in hearty sympathy, as we believe the managers of the

railroad also are. If we could devise a plan whereby the traffic of the railroad could pass over this bridge through the city noiselessly, we would be glad to announce our discovery. The clear span of the bridge is one hundred and forty-six feet, about fifty feet wide, carrying four tracks, resting upon a wooden floor, consisting of cross ties to which the track and guard rails are spiked, and held in position by guard timbers bolted to the ties, over which a floor of grooved boards is placed to protect the space underneath, constituting a complete 'sounding board' one hundred and forty-six feet long and fifty feet wide, over which the trains pass. This is the standard bridge floor in general use on all railroads. Grouped in close proximity to the bridge, on three of the four corners of the streets, are buildings used for various purposes, confining the sound of passing trains within the space enclosed by them, to the great annoyance of the occupants. Nothing short of an arched bridge of masonry or concrete, filled with gravel, upon which the tracks should be laid, would reduce the noise of the traffic equal to that in passing over an earth embankment, but such a structure in that location would be wholly impracticable and would not accommodate nor be tolerated by the users of the highway underneath. No known process of deadening the sound would have any perceptible effect upon the noise of the traffic, as the floor upon which the traffic passes must remain uncovered, resting firmly upon the iron stringers of the bridge, and the noise of trains passing over it would not be materially reduced. However disagreeable the conditions may be, and however glad we would be to remedy them, we consider them unavoidable and necessarily incident to railroad traffic through the heart of populous centers everywhere."

"Complaint was also made as to the location of the stand-pipe for supplying water to the engines. The proper location of this stand-pipe is as near as possible to the junction of the Danbury branch with the main line, where most convenient for the supply of water to the engines of both lines. The present site was selected for this purpose, and the tracks have been long ago arranged for their convenient use. Most of the main line trains, it was stated, take water at Rowayton and a new water

supply for the engines of the Danbury branch has been established in the freight grounds north of the junction. Only a limited use, in case of an emergency, is now being made of the stand-pipe objected to, and we do not think it reasonable under these circumstances, to require its removal."

"Request was also made that a waiting room be established on Monroe street near the northerly end of the depot platforms for the shelter of passengers waiting to take the electric cars. We understand the street railway company has contemplated the construction of a loop track for more conveniently delivering and receiving its depot passengers and that it has partially made preparations therefor. If this is to be done, we think it the most convenient arrangement. If not, we think the request for a waiting room on Monroe street is reasonable and should be granted."

APPROVAL OF OVERHEAD STRUCTURES.

NEW YORK DIVISION — N. Y., N. H. & H. R. R. CO.

On August 10, 1909, upon petition of the New York, New Haven & Hartford Railroad Company dated July 27th, asking that this Board determine the length, width, material and plan of structures desired to be erected over the tracks of said petitioner's railroad from a point at the easterly terminus of its then electrified steam railroad, about fifty-six hundred feet easterly of the crossing at Elm Street, in the city of Stamford, to a point four thousand two hundred and forty feet east of the center line of Glenbrook passenger station, and after issuing proper notice to said petitioner to appear and be heard, we approved of the erection of such overhead structures as were shown on plans filed in this office, and found said structures to be necessary to carry the trolley wires to be used for the transmission of electricity in the electrical operation of said company's railroad.

TOWN OF PLAINFIELD.

Bridge Leading to the Lawton Mills Corporation.

On November 10, 1909, upon petition of The Lawton Mills Corporation of Plainfield, which company desired to construct

a bridge leading from their manufacturing concern over and across the tracks of the New York, New Haven & Hartford Railroad Company, we determined the length, width, material, plan and height of said structure over said tracks, in accordance with the requirements of Section 3711 of the General Statutes, and found that said structure was necessary for the convenience and accommodation of the operatives of The Lawton Mills Corporation to avoid crossing the tracks of the railroad at grade.

ACCIDENTS.

The accidents from the operation of the steam roads within the State of Connecticut during the past year have been as follows :

	Injured.	Fatal.	Not fatal.
Passengers,	52	2	50
Employees,	399	50	349
Trespassers,	142	85	57
Others,	24	8	16
Total,	617	145	472

The total casualties were 617, compared with 736 for the preceding year, 119 less than the number then reported, and the number of fatalities 145, being nine less than last year.

PASSENGERS.

The number of passengers injured is reported as fifty-two, compared with ninety-five for the previous year (a decrease of forty-three), of whom two were killed, four less than last year. Three passengers were injured on the New London Northern Railroad; one "at stations," and two by "getting on or off locomotives or cars at rest." Forty-nine were injured on the New York, New Haven & Hartford Railroad, of which number two were killed; one being caused by "derailment" and one by "falling from trains; locomotives or cars." Nineteen received injuries on the same road from "collisions," seventeen by "derailments," two by "falling from trains, locomotives or cars," five by "jumping on or off trains, locomotives or cars," and four from "other causes" not enumerated.

EMPLOYEES.

The total number of employees injured was 399; which was seventy-nine less than last year, and of the total number injured fifty were killed, one less than last year. Of the total number injured five are reported as happening on the Central New England Railway, forty-five on the New London Northern Railroad, and 349 on the New York, New Haven & Hartford Railroad. On the Central New England Railway one trainman was killed by being "struck by trains, locomotives or cars," one injured by "falling from trains, locomotives or cars," one from "other causes" not named and two from "handling supplies, etc." On the New London Northern Railroad one trainman was killed by being "struck by trains, locomotives or cars," one trainman injured by "parting of trains," eight trainmen and one trackman injured by "falling from trains, locomotives or cars," four trainmen injured by "jumping on or off trains," one trackman by being "struck by trains, locomotives or cars," one trainman by "overhead obstructions" and two trainmen from "other causes." There were also twenty-six other railway employees on the line of this road injured by "handling traffic, tools, supplies" and from "other causes." On the New York, New Haven & Hartford Railroad 110 trainmen were injured, twenty-one of whom were killed, from the following causes: One by "coupling or uncoupling," two by "collisions," one by "derailment," six by "falling from trains, locomotives or cars," two by "jumping on or off trains," three by being "struck by trains, locomotives or cars," three by "overhead obstructions," and three from "other causes." Eight trainmen were injured by "coupling or uncoupling," nineteen by "collisions," two by "parting of trains," seventeen by "falling from trains, locomotives or cars," twelve by "jumping on or off trains," six by being "struck by trains, locomotives or cars," seven by "overhead obstructions" and eighteen from "other causes." Twenty switch tenders, crossing tenders and switchmen, stationmen, shopmen, trackmen and other employees were killed by being "struck by trains, locomotives or cars"; three trackmen and one other employee were killed by "collisions"; one shopman, two trackmen and three other employees were

injured by being "struck by trains, locomotives or cars," and 187 employees were injured "handling traffic, tools, machinery and supplies," "getting on or off locomotives or cars at rest," and from "other causes."

TRESPASSERS.

The number of persons injured, classified as trespassers, was 142; two on the Central New England, two on the New London Northern and 138 on the New York, New Haven & Hartford, eighty-five of whom were killed—one on the first named road, one on the second, and eighty-three on the latter. The one fatality reported on the Central New England was caused by being "struck by a train." The one on the New London Northern was from the same cause, and three of those reported on the New York, New Haven & Hartford were by "falling from trains, locomotives or cars," four by "jumping on or off trains," two "at stations," seventy-one at "other points along the line of railroad," and two from "other causes" not named. The causes of injuries are classified as one by "collisions," seven by "falling from trains, locomotives or cars," fifteen by "jumping on or off trains, locomotives or cars," two "at stations," twenty-nine at "other points along railroad" and two from "other causes."

INJURED AT GRADE CROSSINGS.

Eighteen persons were injured at highway crossings, seven fatally, four less than last year.

The number of grade crossings in the state is 894.

Between January 6, 1908, and December 2, 1909, petitions were brought by the New York, New Haven and Hartford Railroad Company and acted upon by this Board, which will eliminate seventy-seven grade crossings at various points throughout the State.

**FINANCIAL STATEMENT OF THE OPERATIONS
OF THE STEAM RAILROADS FOR THE YEAR
ENDING JUNE 30, 1909.**

CAPITAL STOCK.

The total capital stock outstanding of the various companies reporting to us on the date named above was \$140,662,300.00, the same as reported last year. Amount of capital stock per mile of road is \$51,402.27.

FUNDED DEBT.

Two of the companies have no funded debt, viz., the South Manchester and the Ridgefield & New York companies. The six remaining companies have a debt amounting to \$251,883,375.00, divided as follows: Central New England Railway Company, \$10,514,500.00; Hartford & Connecticut Western, \$700,000.00; New Haven & Northampton, \$3,109,000.00; New London Northern, \$1,500,000.00; New York, New Haven & Hartford, \$234,859,875.00 mortgage bonds and debentures; Norwich & Worcester, \$1,200,000.00.

The funded debt per mile of road is reported as \$87,642.27. For a detailed account of the miscellaneous obligations of the New York, New Haven & Hartford Railroad Company, see report of said company, page 238.

CURRENT LIABILITIES.

The total current liabilities of the companies are reported to be \$17,624,123.47, divided among the various companies as follows: Central New England, \$2,429,596.35, an increase during the year of \$276,176.99; Hartford & Connecticut Western, \$227,699.20, a decrease of \$112.50; New Haven & Northampton, \$24,105.63, an increase of \$24,088.13; New London Northern, \$4,457.14, an increase of \$98.34; New York, New Haven & Hartford, \$14,847,904.82, an increase of \$3,731,588.95; Norwich & Worcester, \$63,877.00, an increase of \$264.58; and the South Manchester, \$26,483.33, an increase of \$1,850.17. The total amount of stock and debt of the companies is \$410,169,798.47.

PROPERTY ACCOUNTS.

The property accounts of the companies amount to \$424,802,655.32, an increase of \$12,547,371.39 in the amount reported last year, comprising the following items: Cost of road, \$147,877,699.77, reported last year as \$145,400,472.49; cost of equipment, \$55,669,240.69, last year \$48,972,561.65; general expenses, \$357,092.82, last year \$349,352.41; stocks owned, \$76,699,611.93; funded debt owned, \$10,479,800.83; other permanent investments, \$44,163,732.50, last year reported as \$43,144,527.84; cash and current assets, \$53,975,753.78, reported last year as \$60,149,304.50; other assets, \$34,085,729.22, last year reported \$29,507,478.83; profit and loss, \$1,493,993.78, making a grand total as stated above of \$424,802,655.32. Cost of road per mile, \$87,874.94.

GROSS EARNINGS.

The gross earnings for the year were \$57,985,541.90, compared with \$56,175,446.95 for the previous year, an increase of \$1,810,094.95. The revenue derived from the passenger service was \$27,047,872.61, and from freight \$29,464,403.06, the balance, \$1,473,266.23, being earnings from other sources. Gross earnings per mile of road operated were \$23,568.77, and per train mile \$2.42595.

OPERATING EXPENSES.

The total operating expenses for the year were \$38,544,908.33, being \$2,269,691.06 less than for the preceding year. The percentage of operating expenses to gross earnings was 66.47. The operating expenses per mile of road operated were \$15,666.94, and per mile run \$1.61261.

NET EARNINGS.

The net earnings of the Central New England Railway were \$931,030.07. The New London Northern, \$243,395.86; and the New York, New Haven & Hartford, \$18,267,324.43, making the total net earnings \$19,441,750.36, while there was a deficit of \$1,116.79 in the operation of the South Manchester Railroad. The net earnings for the year were \$4,080,443.85

more than the previous year and were \$7,902.28 per mile of road operated and 0.81339 per mile run.

TAXES.

The amount of taxes paid by the companies was \$3,571,553.97, which is \$114,462.19 more than the amount paid last year. The amount paid is 6.16 per cent. of the gross earnings. The amount paid to the State of Connecticut for the fiscal year, as reported by the State Treasurer, was \$1,423,951.60.

DIVIDENDS.

The amount paid in dividends was \$8,416,558.00 on \$109,925,800.00 of capital stock, while no dividends were paid on \$30,736,500.00 of capital stock.

INTEREST.

The amount of interest paid by the companies was \$10,475,078.40 on mortgage bonds, debentures and notes.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried earning revenue was 77,564,350, being 419,013 more than the number carried last year. The number of passengers carried by the street railways during the same period was 143,386,515. The average length of each passenger trip was 18.36 miles, the amount received per passenger \$0.30160 and the receipts per passenger per mile \$0.01642. The passenger revenue was \$23,394,172.11, being \$161,217.40 less than that of the preceding year, and the passenger service train revenue \$27,047,872.61, being \$35,501.01 more than last year. The passenger service train revenue per mile of road operated was \$9,508.78 and per train mile \$1.45691.

FREIGHT CARRIED AND FREIGHT REVENUE.

The freight carried during the year was 25,574,088 tons, being 2,422,826 tons more than the amount carried last year, with an average haul of 82.90 miles. The freight revenue was \$29,464,403.06, being \$1,836,562.45 more than last year. The

amount received for each ton of freight handled was \$1.15212 and the average receipts per ton per mile \$0.01309. The freight revenue per mile of road was \$11,976.08 and per train mile \$3.67639.

TRAIN MILEAGE.

The mileage of passenger trains earning revenue was 15,838,235, being 601,828 miles less than for the preceding year, and of freight trains earning revenue, 7,795,344 miles, being 233,810 miles less than last year. The mileage of mixed trains earning revenue was 219,155, of special trains 49,429, and of non-revenue trains 972,736 miles. The total revenue mileage was 23,902,163 and the total mileage of all trains 24,874,899.

LENGTH OF ROADS.

Total length of main line and branches included in this report is 2,414.22 miles; the length of second or double track, 766.73 miles; third track, 96.15 miles; fourth track, 94.39 miles; fifth track, 8.90 miles; sixth track, 8.90 miles; sidings, 1,406.75 miles; total of single track, 4,886.04 miles. That portion of the above mileage within the State of Connecticut is as follows: Main line and branches, 1,006.99 miles; second track, 291.62 miles; third track, 47.96 miles; fourth track, 47.96 miles; sidings, 600.57 miles; total single track, 1,995.10 miles.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for maintenance of way and structures has been \$6,680,657.19, being \$71,797.47 more than the amount expended for this purpose last year, amounting to \$2,715.42 per mile operated and \$0.279 per mile run.

MAINTENANCE OF EQUIPMENT.

The cost of the maintenance of equipment has been \$6,197,-223.06, being \$1,073,020.39 less than for the preceding year, amounting to \$2,518.92 per mile operated and \$0.259 per mile run.

MILEAGE.

A statement of the total mileage of tracks of each of the four operating roads included in this report is herewith presented. The portion of this mileage within the State of Connecticut is given on pages 81-86.

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

First track,	2,000.04
Second track,	752.94
Third track,	96.15
Fourth track,	94.39
Fifth track,	8.90
Sixth track,	8.90
Trackage rights,	93.64
Sidings,	1,359.76

Total, all tracks,	4,414.72
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CENTRAL NEW ENGLAND RAILWAY.

First track,	290.93
Second track,	13.79
Trackage rights,	3.50
Sidings,	84.04

Total, all tracks,	392.26
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NEW LONDON NORTHERN RAILROAD, OPERATED BY THE CENTRAL VERMONT RAILWAY.

First track,	121.00
Sidings,	49.40

Total, all tracks,	170.40
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SOUTH MANCHESTER RAILROAD.

First track,	2.25
Sidings,	3.45

Total, all tracks,	5.70
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Grand total, single track and sidings of all lines, including trackage rights,	4,983.18
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The result of the operation of all the steam roads for the year ending June 30, 1909, are given here for convenient reference, although elsewhere stated under their proper heads:

Gross earnings,	\$57,985,541.90
Operating expenses,	38,544,906.33
Net earnings,	19,441,750.36

Freight revenue,	29,464,403.06	
Passenger revenue,	23,394,172.11	
Passenger service train revenue,	27,047,872.61	
Earnings from other sources,	1,473,266.23	
Expended for maintenance of way and structures,	6,680,657.19	
Expended for maintenance of equipment,	6,197,223.06	
Number of new ties laid,		2,060,187
Tons of new steel rails laid,		13,636
Total number of employees, exclusive of general officers,		33,887
Compensation of same,	23,197,004.53	
Number employed in maintenance of way and structures,		8,016
Amount paid for their services,	4,688,211.03	
Passengers carried,		77,564,350
Tons of freight carried,		25,574,068
Passengers injured,		50
Passengers killed,		2
Employees injured,		349
Employees killed,		50
Injured at grade crossings,		11
Killed at grade crossings,		7
Number of grade crossings,		894
Tons of coal consumed,		1,865,460
Taxes,	3,571,653.97	
Taxes paid State of Connecticut,	1,423,951.60	

CONDITION OF THE STEAM RAILROADS.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

The annual inspection required by law was made from September 28th to October 13th, 1909. Upon the Shore Line division one thousand two hundred and twenty-two tons of new steel rails, weighing one hundred pounds per yard, have been laid, principally between South Norwalk and Glenbrook, and seventy-one thousand new ties have been placed in the track between New Haven and Glenbrook. Heavier and stronger angle bars have been furnished between Westport and South Norwalk, and tie plates placed under the rails, fastened with screw bolts instead of driven spikes. New floors have been placed on thirteen different bridges. On the New York division south of Stamford one thousand two hundred and fifty tons of new one hundred pound steel rails have been laid, resting upon tie plates and fastened with screw bolts. The electrifi-

cation of the line is being extended between Glenbrook and Noroton with a new style of bridge spanning the tracks once in three hundred feet for carrying the catenary wires, which it is expected will somewhat reduce the cost of construction and be equally serviceable. The track of the New Canaan branch was found in a satisfactory condition. Upon the Danbury branch fifteen thousand ties have been laid and two grade crossings eliminated, one south of Georgetown station and the other south of Bethel, referred to in the last report, as having been ordered. About three miles of newly rolled steel rails, weighing ninety pounds, have been laid in the track of the New England road near Mill Plain, Southbury and Eastford, and eight bridges have been refloored between Mill Plain and Waterbury. The double track east of Waterbury has been completed to a point about one and one-half miles west of Terryville station, and the tunnel, three thousand six hundred feet in length, is about one-quarter done, requiring probably about two years for completion. The construction of the under crossing to be substituted for the Henry and East street grade crossings in Bristol was in progress at the time of the inspection. The Connecticut Central and Melrose branches are in good condition and the track of the Rockville branch for its entire length has been relaid with new steel rails. From Vernon east three miles of new ninety pound steel rails have been laid and between Bolton and Andover a number of open culverts have been converted into pipe drains with concreted end abutments and some, too large to be thus treated, have been rebuilt. The grade crossing known as "Holmes'" crossing is in process of elimination by being carried over the tracks on a bridge now being constructed. The track between Willimantic and East Thompson is in excellent condition. Two grade crossings in the town of Hampton have been eliminated, one having been carried under and the other over the tracks, also one in Pomfret and one in Thompson. The track and structures of the Norwich branch were found in good condition. A new floor and piling has been placed on a bridge on the extension between Norwich and New London. Several grade crossings have been removed on the Providence branch between

Willimantic and Oneco, one in the town of Sprague, one in Jewett City and another in Oneco. The last of the old wooden bridge structures just east of Moosup is to be removed and two spans of steel girders, each seventy-two feet in length, substituted therefor. The embankment over the concrete arch at Versailles has been completed since our last inspection. On the Shore Line division between Midway and a point just east of Mystic new steel rails have been laid and a new steel girder bridge is being erected over the Pawcatuck river, forming the boundary between Connecticut and Rhode Island. The dock and freight warehouse of the Norwich steamboat line in New London, which was burned, has been rebuilt. The drawbridge at Niantic over the Niantic river has been equipped to be electrically operated. Two short bridges each side of the former Black Hall station, have been renewed the past season. A new freight station has been erected south of the track at Guilford and the curve at Branford has been reduced from five to three degrees per one hundred feet. About a mile of new steel rails has been laid between Niantic and East Lyme. On the Air Line branch a new passenger station building has been erected at East Hampton, on the northerly side of the track, and the "Liberty Hill" grade crossing, so called, has been removed. On the Derby branch the concrete arch over Campbell avenue in East Haven, alluded to in our last report as in progress, has been completed. Three of the wooden bridges on this branch are to be displaced by new steel-girder bridges. The track is in good condition. At Shelton, on the Botsford branch, a new shed for the protection of freight has been erected. It has been announced that the line between Hawleyville and Shelton is to be double tracked to furnish better facilities for the movement of freight between those points. The new steel bridge over the Housatonic river, on the Litchfield branch, referred to in our last report, has been completed and the curvature of the connecting tracks at each end of the bridge reduced. Improvements are contemplated in the station facilities at Litchfield, Bantam Falls and New Preston. The track and roadbed are in good condition. New cement platforms have been placed around the passenger station at Derby and a new

freight station and yard provided north of the passenger station at Naugatuck, also a new passenger station with cement platforms at Oakville on the Watertown branch. The piling at the junction of the Watertown branch with the Naugatuck branch has been shortened five hundred feet and an embankment substituted therefor. Three and one-half miles of new steel rails have been laid south of Campville station, to be continued north to East Litchfield on the Naugatuck branch. On the Berkshire division, from a point about one-half mile north of West Cornwall for a distance of ten and one-half miles south new steel rails have been laid, weighing eighty pounds per yard, also for a distance of about seven miles from Kent station southerly. A grade crossing is now being removed about a mile and one-quarter south of New Milford and a culvert being rebuilt just north of Brookfield junction. At the junction of the Meriden branch with the New England road in the city of Waterbury, a new engine house has been erected, containing stalls for ten engines with ample sleeping accommodations for the men detained there over night. Thirty-two of the wooden bridges on the Meriden branch between Waterbury and Meriden have been and now are being repaired and an embankment substituted for one over an arm of Hanover lake. On the line between New Haven and Hartford about sixty-eight thousand five hundred new ties have been laid in the track. At Cedar Hill in New Haven a street is being extended under the tracks of the railroad and a new passenger station building erected on the westerly side of the railroad tracks nearly opposite its former location. A grade crossing south of Meriden has been removed by carrying the highway under the tracks of the railroad, and one north of Meriden by carrying the highway over the tracks. The second concrete arch opening south of Thompsonville has been widened so as to give a passage under the tracks eighteen feet in width. Important improvements have been made on the line of the Valley branch south of the State Street station in Hartford consisting of concrete retaining walls and abutments, and steel girders to carry the tracks in place of wooden piling and stringers and a steel plate girder draw in place of the wooden

structure heretofore in use at "Dutch Point," so called. Also a new steel girder bridge has been erected south of the road to Wethersfield. The station grounds have been enlarged at Higganum and the side tracks extended. A number of short-span bridge openings at various points on the line have been discontinued and covered pipe drains substituted therefor. Near Goodspeed's station a concrete arch has been erected in place of a wooden piling. Twenty-seven thousand new ties have been placed in the track of this branch during the past season. On the Northampton branch about four or five hundred tons of new steel rails have been laid in the track northerly of Mount Carmel station and about forty thousand new ties placed in the track. Two bridges south of Cheshire have been repaired with new piles and stringers. South of Milldale a grade crossing has been abolished by carrying the highway under the tracks, also one north of Plainville, and two others carried over the tracks about two miles north of Farmington and north of Granby.

Summary of operations of the New York, New Haven & Hartford Railroad for the year ending June 30, 1909:

Gross income, \$54,347,630.97; passenger revenue, \$22,852,741.77; passenger service train revenue, \$26,323,469.09; freight revenue, \$26,595,969.67; operating expenses, \$36,080,306.54; net income, \$18,267,324.43; maintenance of way and structures, \$6,130,606.46; maintenance of equipment, \$5,906,356.68; number of new ties laid, 1,815,368; tons of steel rails laid in Connecticut, 7,319; number of employees (including officers), 31,551; compensation of same, \$22,098,262.93. The operating expenses were 66.39 per cent. of the gross earnings, and the maintenance of way and structures, 17 per cent. of the operating expenses.

CENTRAL NEW ENGLAND RAILWAY.

General repairs have been made on many of the bridges on the line of this road and the iron structures painted. The wooden stringers on many of the cattle guards have been replaced with a floor of steel rails. A new concrete abutment has been erected at the east end of the bridge over the Blackberry river in the town of Canaan. The track is in good line

and surface and the roadbed in improved condition. The results of the operation of the road for the past year have been as follows:

Gross income, \$2,530,213.49; passenger revenue, \$328,199.49; passenger service train revenue, \$457,723.48; freight revenue, \$2,052,067.19; operating expenses, \$1,599,183.42; net income, \$931,030.07; maintenance of way and structures, \$430,871.97; maintenance of equipment, \$250,466.52; new ties laid, 175,150; t one of new steel rails laid, 3,987; number of employees (including officers), 1,513; compensation of same, \$987,229.72. The operating expenses were 63.20 per cent. of the gross earnings, and the maintenance of way and structures, 26.94 per cent. of the operating expenses.

NEW LONDON NORTHERN RAILROAD.

About twenty miles of new steel rails, weighing eighty pounds to the yard, have been laid between Willimantic and Stafford Springs, and thirty-one thousand new ties have been distributed along the track in Connecticut. Repairs have been made on twenty-two of the bridges on the line in this state and new steel girders are ordered for two others. The bulkhead along the Thames river in the city of Norwich, supporting the tracks, has been partly renewed. The results of the operation of the road for the past year have been as follows:

Gross income, \$1,090,174.13; passenger revenue, \$209,735.31; passenger train service revenue, \$263,062.15; freight revenue, \$802,460.78; operating expenses, \$846,778.27; net income \$243,395.86; maintenance of way and structures, \$113,062.85; maintenance of equipment, \$39,787.49; new ties laid, 68,015; number of employees, 677; compensation of same, \$385,835.12. The operating expenses have been 77.66 per cent. of the gross earnings, and the maintenance of way and structures about 13.35 per cent. of total operating expenses.

SOUTH MANCHESTER RAILROAD.

The income from the operation of this road, two and one-quarter miles in length, connecting Manchester and South

Manchester, serving important local industries, has not been sufficient to meet the expense of operation, as the following figures show:

Gross income, \$17,523.31; passenger revenue, \$3,495.54; passenger service train revenue, \$3,617.89; freight revenue, \$13,905.42; operating expenses, \$18,640.10; deficit, \$1,116.79; maintenance of way and structures, \$6,115.91; maintenance of equipment, \$612.37; new ties laid, 1,654; number of employees (including officers), 20; compensation of same, \$12,789.40.

RIDGEFIELD & NEW YORK RAILROAD.

The charter of this road expired July 1, 1909.

PROCEEDINGS OF THE BOARD CONCERNING STREET RAILWAYS.

APPROVAL OF METHOD OF CONSTRUCTION.

CITY OF DANBURY.

From Point on Lake Avenue to a Point Opposite Well Avenue.

On December 7, 1908, the Danbury & Bethel Street Railway Company petitioned the board asking for the approval of its proposed construction of an extension of its lines in the city of Danbury, beginning at a point in the center of Lake avenue opposite the center of Westville avenue, running three hundred feet, thence on a curve to the right one hundred feet; thence on a tangent to said curve seven hundred feet to a point in the center of said Lake Avenue about opposite the west line of Well avenue.

This petition was heard on December 16th, at which time said company appeared and filed the approval by said city as to the grade and center line of the tracks of its proposed extension in the highway through which it proposed to construct its railway, and on December 17th we approved of the proposed construction of said company as described in said petition.

TOWN OF BLOOMFIELD.

From "Green" to Central New England Railway Tracks.

On December 23, 1908, the New York, New Haven & Hartford Railroad Company presented to the board its petition asking for the approval of its proposed method of construction of an extension of its electric street railway line from a point opposite the Green, so called, in the town of Bloomfield, to a point on the west side of the Central New England Railway Company's tracks, and opposite the station of said company.

The petition was heard on January 19, 1909, at which time the petitioners filed with this board a copy of the approval by the selectmen of the town of Bloomfield of grades and center line of said railway in the highways, and on the 20th of the same month we issued our approval of the construction as asked for.

TOWN OF BLOOMFIELD.

Turnout on Main Street.

On December 23, 1908, the New York, New Haven & Hartford Railroad Company presented its petition asking for the approval of a proposed location and construction of a turnout on its electric street railway line in the town of Bloomfield.

Said petition was heard on January 19th, and the following day we issued our finding approving of the location and construction of said turnout as described in said petition.

TOWN OF WOODBURY.

From Town Hall, Woodbury, to Drug Store at North Woodbury.

On January 25, 1909, upon petition of the New York, New Haven & Hartford Railroad Company, we approved of the proposed method of construction of an electric street railway line of said company from the town hall in the town of Woodbury to the drug store at North Woodbury.

TOWNS OF WESTBROOK AND CLINTON.

On March 30, 1909, The Shore Line Electric Railway Company presented its petition asking for an approval by this

board of the layout and location of said railway on private right of way in the towns of Westbrook and Clinton, and of its proposed method of construction in said towns.

The petition was heard on April 7, 1909, when said petitioner and said towns appeared and were heard.

On May 8, 1909, we issued our finding approving of the layout and location as described in said petition, and as delineated and shown on certain maps filed in this office; and also of the construction proposed.

CITY OF NEW HAVEN.

From Townsend Avenue to Lighthouse Point Road.

On June 8, 1909, the New York, New Haven & Hartford Railroad Company petitioned this board for the approval of its proposed method of construction of an electric street railway line along Townsend Avenue to the Lighthouse Point road in the city of New Haven.

This petition was heard on the 15th of June, when said company filed a blueprint showing the proposed location of said railway in the highways in said city and also a copy of the approval by said city of its location of said railway as to grades and center lines in the highway, and on June 18th we issued our finding approving of the construction proposed.

TOWN OF MADISON.

On July 30, 1909, the Shore Line Electric Railway Company presented its petition asking that we approve of its proposed method of construction in the town of Madison.

The petition was heard August 4, 1909, at which time said company filed copies of the approval by said town of the location of said railway in the highways as to center line and grade, and on August 6, 1909, we issued our approval of the construction asked for.

TOWN OF MERIDEN.

On Cook Avenue.

On September 16, 1909, the Connecticut Company presented its petition asking for the approval of its proposed

construction of an extension of its lines on Cook avenue in the town of Meriden.

The petition was heard on September 21, 1909, and on the following day we issued our approval of same.

TOWNS OF MERIDEN, MIDDLEFIELD AND DURHAM.

On September 21, 1909, the Meriden, Middletown & Guilford Electric Railway Company presented its petition asking for the approval by this board of its proposed construction in the towns of Meriden, Middlefield and Durham.

This petition was heard on the 11th day of October, 1909, and on the 18th day of the same month, said company having filed a plan purporting to show the location of its proposed railway in said towns, both on the highways and on private right of way, and having filed approval by said towns of the layout in the highways as to grades and center lines, we ordered and directed that the method of construction be the same as specified in said petition and as approved of by said towns.

CERTIFICATES OF APPROVAL ISSUED.

CITY OF HARTFORD.

Extension on Albany Avenue and Blue Hills Avenue to Handicraft School.

On December 30, 1908, the extension of the electric street railway line of the New York, New Haven & Hartford Railroad Company in the city of Hartford, from a point connecting with the existing tracks of said company at the junction of Blue Hills and Albany avenues, thence running through Albany and Bloomfield avenues to a point near the Handicraft school, was examined and found in a suitable and safe condition for operation.

TOWNS OF WETHERSFIELD AND ROCKY HILL.

From Griswoldville to Main and Elm Streets, Rocky Hill.

On January 15, 1909, the new electric street railway construction of the New York, New Haven & Hartford Railroad Company from a connection with its existing line of track in Griswoldville, town of Wethersfield, to a point at the junction

of Main and Elm streets, in the town of Rocky Hill, was examined and a certificate issued to the effect that same was in suitable and safe condition for operation.

TOWNS OF ROCKY HILL AND CROMWELL.

Line from Main and Elm Streets, Rocky Hill, to Steam Railroad Tracks in Town of Cromwell.

On February 2, 1909, the electric street railway construction of the New York, New Haven & Hartford Railroad Company, from the connection with its existing line at the junction of Main and Elm streets, in the town of Rocky Hill, to a point in the town of Cromwell where said street railway connects with the steam railroad tracks of the Valley branch of said company, a distance of about five miles, was examined and found in a suitable and safe condition for operation and a certificate issued to that effect.

TOWN OF BLOOMFIELD.

From Blue Hills Avenue in the City of Hartford, to Main Street in Town of Bloomfield.

On February 17, 1909, we issued our certificate of approval of a constructed street railway line of the New York, New Haven & Hartford Railroad Company, from the terminus of its tracks on Blue Hills avenue in the city of Hartford, westerly on said avenue and private right of way to the main street in the town of Bloomfield; thence northerly on said main street to a point opposite the passenger station of the Central New England Railway Company, said extension being about three and one-sixth miles in length.

ELECTRIFIED STEAM RAILROAD FROM CROMWELL TO MIDDLETOWN.

The New York, New Haven & Hartford Railroad Company having equipped its steam railroad line from Cromwell to Middletown with electricity, we issued a certificate of approval under date of May 27, 1909, as follows:

“The General Statutes provide that ‘Any railroad company organized under the laws of this state may operate its railroad,

or any part thereof, by electricity; provided, however, that no part of a railroad to be operated under the provisions of this act shall be opened for public travel unless the company operating the same shall have first obtained a certificate signed by the railroad commissioners that such railroad or part thereof is in a suitable and safe condition.'

"The New York, New Haven & Hartford Railroad has equipped its railroad from Cromwell to Middletown, a distance of 1.94 miles, that the same may be operated by electricity. By derailing switches, interlocking switches and the staff device they have provided that but one car or train shall be on the tracks within the block thus operated by electricity.

"We have examined that part of the railroad above named and find the same in a suitable and safe condition."

CITY OF NEW HAVEN.

Concrete Viaduct Between Chapel and Water Streets.

On June 15, 1909, the concrete viaduct constructed by the New York, New Haven & Hartford Railroad Company in the city of New Haven, on the westerly side of its main tracks, between Chapel and Water streets, built for the passage of said company's electric cars, was examined and a certificate issued that same had been found in a suitable and safe condition.

IN CITY OF WILLIMANTIC AND TOWNS OF MANSFIELD AND COVENTRY.

On August 18, 1909, after examining the extension of the Connecticut Company's line from the cemetery in the city of Willimantic, through a portion of the towns of Mansfield and Coventry to the southeasterly end of Lake Wamgumbaug, we issued a certificate to the effect that same had been found in a suitable and safe condition for the transportation of passengers.

CITY OF HARTFORD.

Through State Street and Boulevard.

On September 29, 1909, a certificate was issued to the Connecticut Company that the new double track construction

in the city of Hartford, from a point connecting with tracks leading to the car barns on State street, running thence east through State street, and thence northeast and north through the Boulevard, so called, to a connection with tracks of said company leading across the bridge over the Connecticut River, had been examined and found in a suitable and safe condition for operation.

CITY OF WATERBURY.

Baldwin Street Extension.

On November 10, 1909, after an examination of the newly constructed electric line of the Connecticut Company in the city of Waterbury, known as the Baldwin Street extension, being about one thousand seven hundred and sixty feet in length, we issued a certificate to the effect that the same was in safe condition for operation.

TOWN OF MERIDEN.

Cook Avenue Extension.

On November 11, 1909, the extension of the electric street railway line of the Connecticut Company in Meriden, known as the Cook Avenue line, extending from the terminus at the easterly entrance to Walnut Grove cemetery, running westerly on the Old Colony road, so called, to a junction with the Hanover Avenue line at Archer's corner, a distance of three thousand nine hundred feet, was examined and found in a safe and suitable condition for operation.

APPROVAL OF LOCATION AND TAKING OF LAND.

TOWN OF ESSEX.

Land of Jeanette S. Lewis, N. Gilmore Post and Edwin S. Hunt.

On February 25, 1909, after hearing had in the matter of petition of the Shore Line Electric Railway Company, dated February 5, 1909, asking that we approve the location of said railway and prescribe the limits within which real estate should be taken for said railway in the town of Essex, we found that

the lands described in said petition were necessary for the proper construction and operation of the railway of said company, and approved of the taking of land owned by Jeanette S. Lewis, N. Gilmore Post and Edwin S. Hunt, in said town, as delineated and shown on a map on file in this office.

TOWN OF WESTBROOK.

Land of Louisa M. Carpenter.

On March 30, 1909, The Shore Line Electric Railway Company presented to this board its petition asking for our approval of the taking of certain land belonging to Louisa M. Carpenter, located in the town of Westbrook.

This petition was heard on April 7, 1909, and after careful consideration of same, on May 10, 1909, we approved of the taking of said land and prescribed the limits within which real estate should be taken for the purposes named in said petition, to be as described in said petition and as further shown on certain blueprint maps on file in this office. We also found that the taking of said real estate was necessary for the proper construction and operation of said railway.

CITY OF NEW HAVEN.

Land of Frederick Lee, Henry Lee et al.

On May 18, 1909, the New York, New Haven & Hartford Railroad Company filed its petition asking for the approval by this board of the taking of certain real estate in the city and town of New Haven, claimed to be necessary for the construction of an electric street railway line on Townsend avenue in said city and town.

This petition was heard on May 25th and on June 9th, we approved of the location of said proposed railway on private land and the taking of such real estate as was described in the petition of said company, finding that the land described was necessary for the proper construction and operation of the railway.

APPROVAL OF LAYOUT ON PRIVATE LANDS.

TOWN OF MADISON.

On July 30, 1909, the Shore Line Electric Railway Company presented its petition asking that we approve the layout of its railway on private lands in the town of Madison.

This petition was heard on August 4, 1909, at which time said company filed plans showing the location of said railway along and across private land in said town of Madison, and on August 6th we issued our approval of the layout as proposed.

TOWNS OF MERIDEN, MIDDLEFIELD AND DURHAM.

On September 21, 1909, the Meriden, Middletown & Guilford Electric Railway Company presented its petition asking for the approval by this board of its proposed layout on private land in the towns of Meriden, Middlefield and Durham.

This petition was heard on the 11th day of October, 1909, and on the 18th day of the same month, said company having filed a plan purporting to show the location of its railway on private lands, we approved of the layout of said company as proposed in said petition and as delineated and shown on said plan.

TOWN OF CLINTON.

Land of Jeanette B. Lord, D. Samuel Dibbell, Lizzie C. Parker and Charles D. Stevens.

On September 28, 1909, the Shore Line Electric Railway Company presented to this board four petitions asking for the approval of its location in the town of Clinton, and the taking of four parcels of land necessary for the construction of its railway, belonging to Jeanette B. Lord, D. Samuel Dibbell, Lizzie C. Parker and Charles D. Stevens.

These petitions were heard October 19, 1909, and on the 26th of the same month we issued our finding approving of the location of said railway as shown on maps on file in this office, and also of the taking of the land described in said petitions, the same, in our opinion, being necessary for the proper construction of said company's road.

TOWN OF WESTBROOK.

Land of Thomas P. Fiske et al.

On October 4, 1909, the Shore Line Electric Railway Company brought its petition asking for the approval of the location of said railway and the taking of certain lands necessary for its construction in the town of Westbrook, belonging to Thomas P. Fiske *et al.*

This petition was heard on November 8th, and on the 19th of the same month we found that the land described in said petition and further shown on a map on file in this office, was necessary for the proper construction and operation of the railway of said company and approved said location and the taking of land as petitioned for.

VESTIBULES.

On April 5, 1909, delegates to a convention held by street railway men in the city of Norwalk presented their petition asking that a date be set when they might be heard in the matter of the equipping of cars of street railway companies in this state with vestibules.

This request was assigned for hearing on April 20th and continued until May 5, 1909, when representatives of said convention and of street railway companies were present and were heard.

The matter was very carefully considered and on May 15, 1909, we issued our finding as follows:

"The petition was brought under Section 3869 of the General Statutes, which provides as follows:

" 'When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that platforms of any or all of the cars operated by any street railway company should be protected by vestibules, said commissioners may order the company operating such cars to enclose the platforms thereon with vestibules of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order.'

"Previously, this board had issued various orders under the provisions of the foregoing statute, applicable, however, to certain companies, times and cars.

"The whole question of vestibuling cars was ably and exhaustively presented by the petitioners and the street railway companies. Many witnesses connected with the operation and supervision of street railways (both in Connecticut and other states) and many representing the traveling public were heard.

"We therefore take occasion to state the position which this board takes at this time on the whole question of vestibuling cars, and to modify or revoke our numerous previous orders relating to vestibuling, which is applicable to all street railways operating cars in this state and to cover their operation at all seasons of the year.

"We find that by the operation of orders previously issued and by the acts of the street railway companies in providing their equipment with vestibules, there are now in use in this state nine hundred and fifty closed cars, of which nine hundred and twenty-three are provided with vestibules, but one hundred and eighty-five of said cars are provided with what is known as the semi or bulkhead vestibule only."

"The two chief uses of the vestibule are the protection of the operators of the cars from cold and from storms. The operators themselves make a third claim, namely: protection from dust, cinders and other objects in the open air."

"We find that the open car is provided as an additional equipment by the railway companies to meet the demands of its patrons and should be used only in the warm season of the year and on pleasant days in that season. We think that the traveling public demands that cars operated at such times should be in reality as open as it is possible to have them. We believe that the motorman operating the car can protect himself or be protected by the various simple devices now in use (such as glasses, storm coats, etc.) from the occasional short storms that occur in the summer months; that in severe or prolonged storms in said seasons the closed cars should be substituted for the open cars."

"Much testimony was heard tending to show the danger

incident to operating cars in storms and the need of the operator having an unobstructed view."

"The testimony of witnesses and our inquiries fail to show any state where by statute or orders of railroad commissioners open cars used in summer months are required to be vestibuled."

"Therefore we deem it necessary in the interests of the public and of the employees concerned, and do order and direct each and every company operating a street railway within the limits of the State of Connecticut to fully enclose the platforms of all so-called closed cars used in the transportation of passengers, with complete vestibules. And that all cars used by said street railway companies for the transportation of passengers between the first day of November (beginning in the year 1909) and the thirtieth day of April, inclusive, of each year be thus fully vestibuled, excepting from the provisions of this order cars used in an emergency or on such warm, clear days in April and November as are suitable for the use of open cars."

"Copies of this order are to be mailed to representatives of the street railway men of this state, to the Bristol & Plainville Tramway Company, Connecticut Railway & Lighting Company, The Connecticut Company, Danbury & Bethel Street Railway Company, Farmington Street Railway Company, Groton & Stonington Street Railway Company, Hartford & Springfield Street Railway Company, New London & East Lyme Street Railway Company, The Norwich & Westerly Railway Company, Providence & Danielson Railway Company, South Manchester Light, Power and Tramway Company and the West Shore Railway Company."

CHANGE IN PLANS OF BRIDGES CARRYING SHORE LINE ELECTRIC RAILWAY COMPANY'S TRACKS OVER THE N. Y., N. H. & H. R. R. COM- PANY'S TRACKS AT OLD SAYBROOK.

On June 23, 1909, upon application of the Shore Line Electric Railway Company for a revision of certain plans showing the construction of bridges carrying its proposed railway over

tracks of the New York, New Haven & Hartford Railroad Company at Saybrook Junction and over the Fenwick Branch of said railroad company at Old Saybrook, we approved of such modifications as were asked, the steam railroad company having also agreed to said changes.

DETERMINING THE LENGTH, WIDTH, MATERIAL, PLAN AND HEIGHT OF BRIDGE CARRYING ELECTRIC RAILWAY TRACKS OVER TRACKS OF NEW LONDON NORTHERN RAILROAD NEAR WILLIMANTIC.

On March 2, 1909, in accordance with the requirements of the provisions of Section 3711 of the General Statutes, we determined the length, width, material, plan and height of a bridge carrying the electric street railway tracks owned by the New York, New Haven & Hartford Railroad Company, of a line known as the Willimantic-South Coventry line, over the tracks of the New London Northern Railroad Company, near Willimantic; and also found that said structure was necessary for the construction and operation of said electric street railway.

APPEAL OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY FROM THE ACTION OF THE CITY OF NEW HAVEN RELATIVE TO APPROVAL OF LOCATION OF TRACKS OF ELECTRIC LINE ON HOWARD AND WASHINGTON AVENUES.

On September 23, 1909, the New York, New Haven & Hartford Railroad Company filed in this office its petition and appeal from the action of the mayor and board of aldermen of the city of New Haven relative to plans for the location of tracks of said company in certain highways in said city. In the approval of the location of said tracks, granted by said city, the following conditions were imposed:

"That the grade, the exact alignment and precise curvature is to be determined by the city engineer;

"That the plans are approved and permission is given to make said re-location and track connections as proposed, 'provided, however, that before this order shall become operative the railroad company shall, in consideration of the setting back of the curbs at said corners, deed to the city the triangular piece of land at the southeast corner of State and Water streets and viaduct."

The railroad company set forth its reasons of appeal as follows:

"(A) Appeal is taken from that portion of said order marked (A) above (1) because the plans submitted are purported to have been approved and permission given to make said location and track connection, whereas the decision reserves the determination of the grade, the exact alignment and precise curvature of the tracks arbitrarily to the city engineer, and therefore said order is unjust, unreasonable and illegal, and wholly without the jurisdiction of said board of aldermen to make."

"Appeal is also taken from this modification of the plans submitted (2) because said decision, order or direction is inconsistent with other parts of said decision, order or direction, and is indefinite and, furthermore, unjust, unreasonable and illegal."

"(B) Appeal is taken from that portion of the order marked (B) above because (1) said order is unjust, unreasonable, illegal and without the jurisdiction of said board of aldermen; (2) said part of the order marked (B) above is not a proper condition because the statutes relating to the approval of the location of street railway tracks by the board of aldermen of said city and giving them power to make such modifications therein as to them shall seem proper does not give the power to grant a petition with a condition annexed which is entirely foreign to the subject matter of the petition; (3) such a condition is unreasonable, unjust, illegal and in derogation of the statutes respecting the approval of track locations by local authorities and without the jurisdiction of said board of aldermen prescribed by the charter of said city of New Haven."

This matter was heard October 11, 1909, and on the 28th day of the same month we "found that the allegations of said

petition and appeal were proved and true and that the plans submitted by the petitioner to the city of New Haven for the location of tracks and track connections in Howard and Congress avenues were approved by the city engineer subject to determination by him of the grade, exact alignment and precise curvature of the tracks, and after due hearing were satisfactory and acceptable, in fact, to the city of New Haven." Also that the action of said city purported to contain a modification of said plans in the following words: "Provided, however, that before this order shall become operative, the railroad company shall, in consideration of the setting back of curbs at said corners, deed to the city the triangular piece of land at the southeast corner of State and Water streets and viaduct."

We also "found and determined that the condition which the mayor and board of aldermen of New Haven attempted to impose as a modification of said plans in the pretended order of said mayor and board of aldermen of New Haven accepting and adopting said plans, in the following words, 'Provided, however, that before this order shall become operative the railroad company shall, in consideration of the setting back of curbs at said corners, deed to the city the triangular piece of land at the southeast corner of State and Water streets and viaducts,' is not a model change in or modification of said plans or within the power and jurisdiction of said mayor and board of aldermen of New Haven to make, but said pretended condition is wholly illegal and without the jurisdiction of said mayor and board of aldermen to make, and we approved the location of tracks and track connections in said Congress Avenue and Howard Avenue, as delineated and shown on the blueprint plans on file in this office, at such grades as then existed in said streets and as furnished by the city engineer of said city."

We ordered in connection with this work that the "setting back and the necessary reconstruction of sidewalks, curbs and catch basins at the intersecting corners of Howard and Congress avenues as shown upon plans filed in this office, be done by the New York, New Haven & Hartford Railroad Company at its own sole cost and expense."

APPEAL OF NEW YORK, NEW HAVEN & HARTFORD
RAILROAD COMPANY FROM THE DENIAL AND
REFUSAL OF THE CITY OF MERIDEN, WITHIN
SIXTY DAYS, TO APPROVE AND ACCEPT
PLANS FOR LAYING ELECTRIC RAILWAY
TRACKS ON EAST MAIN AND STATE STREETS.

On the 29th day of July, 1909, the New York, New Haven & Hartford Railroad Company filed its petition with this board appealing from the denial and refusal of the city of Meriden, within a period of sixty days from the presentation of plans, to approve and accept such plans or make such modifications therein as to them seemed proper. The plan presented proposed the laying of tracks on East Main and State streets.

The appeal was heard September 1, 1909, and the evidence showed that the object of the construction was to operate a street railway line to connect the tracks of said company on East Main Street with its tracks on Pratt Street and thus enable the company to operate its cars from the city of Middletown to the station of the steam railroad in the city of Meriden.

On September 10, 1909, we issued our finding as follows:

"From the testimony presented to us we believe that the people of Meriden desire this connection to be made in the interest of the public using both steam and electric lines, and that such connections can be made without danger to others using the streets further than the extra hazards which always appertain to the use of electric cars in highways. We cannot accept and adopt such plan as is presented to us, and which plan the mayor and court of common council of the city of Meriden refused and neglected to adopt, but by making certain modifications therein as to us seem proper, we are of the opinion that the connection referred to should be made."

"We therefore deem it equitable and do find, order and direct that the petitioner, The New York, New Haven & Hartford Railroad Company, construct track connections on East Main Street with its tracks on Pratt Street, and also lay a track from its present tracks in East Main Street in and across State Street, together with the necessary track connections,

poles and fixtures as is shown upon a blueprint plan on file in this office."

APPEAL OF NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY FROM DECISION, ORDER AND DIRECTION OF THE CITY OF WATERBURY RELATIVE TO LOCATION OF POLES ON EXCHANGE PLACE.

On April 13, 1909, the New York, New Haven & Hartford Railroad Company filed with this board its appeal from the decision, denial, direction or order of the mayor and board of aldermen of the city of Waterbury relative to the location of poles, wires, conductors, fixtures and other permanent structures in said city.

At the request of the railroad this petition was not assigned for hearing until February 17, 1909, and by agreement was adjourned from time to time until March 16, 1909, at which time the railroad company and the city of Waterbury appeared and were fully and finally heard.

The ground for appeal in this case was based on an application of the railroad company to the city of Waterbury asking for the approval of the location of six wrought-iron tubular trolley poles in Exchange Place in said city, to enable the company to remove from certain buildings, located on said Exchange Place, wires which had for a number of years been attached to said buildings.

The city refused to grant an approval for the location of the poles for the reason that the space assigned for sidewalk purposes at this particular point was insufficient to accommodate the public traveling on foot, and the space which the poles would occupy would add to the inconvenience to such traveling public, and, in their opinion, become dangerous.

The matter was very carefully considered by this board and on May 10, 1909, we issued our finding as follows:

"While we regret that it should be deemed necessary by the street railway company to discontinue an arrangement for

carrying its wires suspended from a private building on one side of the street through which its tracks pass, which has been in satisfactory and safe use for fifteen years, still we realize that we cannot compel the continuance of this arrangement contrary to the wishes of either the landowner or the company. Such an arrangement can only be continued by their mutual consent. We would be glad to approve any such agreement. Under its charter the company is authorized to erect poles upon the streets for the purpose of carrying its wires, and we do not see how we can deprive it of the right so granted. We, therefore, deem it equitable and do hereby approve the location of the iron poles shown upon a blueprint on file in this office marked: 'City of Waterbury, Bureau of Engineering, March, 1909.' "

APPEAL OF NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY FROM THE REFUSAL OF THE WARDEN AND BURGESSES OF THE BOROUGH OF NAUGATUCK TO APPROVE PLANS FOR LOCATION OF ELECTRIC RAILWAY TRACKS.

On February 1, 1909, the New York, New Haven & Hartford Railroad Company presented its petition and appeal from the action of the warden and burgesses of the borough of Naugatuck in refusing to approve and accept the plan presented by the railroad company relative to the location of tracks in said borough. This appeal was heard February 10th and adjourned from time to time until March 30, 1909, when we met at our office in Hartford and the matter was fully and finally heard.

On April 13, 1909, we issued our finding as follows:

"The application of the railroad company was originally brought to the municipal authorities of the borough of Naugatuck under the provisions of Chapter 244, Public Acts of 1905. The borough of Naugatuck having refused to approve and accept the plan presented by the petitioner for a turnout on

Main Street in the borough of Naugatuck, the petitioner, under provisions of Section 3832 of the General Statutes, has appealed to this board. The plan presented calls for a diamond turnout three hundred and nineteen feet in length, leaving on either side a clear space of ten and one-half feet (in the narrowest parts of the street) from the outer rail to the curb. The testimony of the witnesses for the petitioner shows that the point selected for the turnout would be more nearly the natural meeting point for cars than the existing turnout some one thousand two hundred feet north of the proposed turn out; that it is the terminus for local cars from Waterbury to Naugatuck and would obviate delays of cars at the present turnout and allow the petitioner to bring passengers to their destination without delaying them on a side track when cars bound north were late. The petitioner, however, admitted in the testimony of the local superintendent that since September last there had been very little delay or trouble in the operation of cars with the existing turnout. It was shown by the testimony both of witnesses for the petitioner and for the borough that practically the present plan called for by the petition had been presented formally and informally at various times, beginning with the first layout of the railway line, and refused, and that the location of the present turnout was mutually agreed upon. A large number of the witnesses of the borough testified to the inconvenience, congestion and danger that would arise from locating the turnout at the point applied for. We are convinced that to locate the turnout as asked for would be imposing upon the borough of Naugatuck a condition which every taxpayer and citizen there honestly believes is uncalled for and to which he is unalterably opposed."

"We find that the proposed turnout would often be a convenience in the operation of the petitioner's railway, but it is not a necessity, and after considering all the testimony and personally examining the premises, we deem it equitable to refuse to accept and adopt the plan presented to us by the petitioner."

MILEAGE OF STREET RAILWAYS.

The reported mileage of the street railways is as follows: Length of road owned, first main track, 753.984 miles; length of second main track owned, 157.439 miles; total length main tracks owned, 911.423 miles; length of sidings and turnouts owned, 40.229 miles; total computed as single track owned, 951.652 miles. For detailed statement of mileage see table No. 1, page 132.

CAPITAL STOCK.

The capital stock outstanding of the twelve street railways, exclusive of that owned by the New York, New Haven & Hartford Railroad Company, is \$21,490,800.00, representing 329.915 miles of single main track owned, amounting to \$65,140.41 capital stock per mile of single main track owned. It will be observed that \$17,120,100.00 of this stock represents 161.333 miles of single main track owned by the Connecticut Railway & Lighting Company, including also the gas and electric lighting plants belonging thereto, leased to the New York, New Haven & Hartford Railroad Company. The mileage of single main track owned by the New York, New Haven & Hartford Railroad Company, not included in the above statement, is 424.069 miles. (See table No. 1, page 132.)

BONDS ISSUED.

The total bonded debt of the ten street railway companies, not including the 424.069 miles of single main track owned by the New York, New Haven & Hartford Railroad Company, the 5.547 miles of the Connecticut Company and the .762 miles of the South Manchester Light, Power & Tramway Company, (the two last named companies not having any outstanding bonds) is \$17,061,700.00, being \$52,723.68 per mile of single main track owned. Of this sum \$13,465,700.00 represents the bonded debt of the Connecticut Railway & Lighting Company, which also includes certain gas and electric lighting plants of that company as well as its street railway properties. (See table No. 2, page 135.)

FLOATING INDEBTEDNESS.

The floating indebtedness of ten companies, not including the Connecticut Railway & Lighting Company, the Connecticut Company, or the New York, New Haven & Hartford Railroad Company, is \$839,758.64, being \$5,150.79 per mile of single main track owned. The total stock, bonds and floating debt of the companies are \$39,392,258.64, excluding the stock, bonds and floating indebtedness of the lines owned by the New York, New Haven & Hartford Railroad Company. (See table No. 2, page 135.)

CONSTRUCTION AND EQUIPMENT.

The cost of the construction and equipment of all the lines, excepting those owned by the New York, New Haven & Hartford Railroad Company, is reported to be \$39,780,056.94 for 329.915 miles of single main track, being \$120,576.69 per mile. The total cost of construction and equipment includes electric light and gas plants owned by the Connecticut Railway & Lighting Company.

GROSS EARNINGS.

The gross earnings of the nine operating companies for the past year were \$7,610,418.75, an increase of \$292,177.97 over the earnings of the previous year. The gross earnings per mile of main tracks operated were \$8,253.59, per mile run \$0.2634, and per car hour \$2.49. The largest gross earnings per main tracks operated were \$9,185.20 by the Connecticut Company and \$7,963.38 by the Danbury & Bethel Street Railway Company.

OPERATING EXPENSES.

The operating expenses were \$4,509,636.21, a decrease of \$260,353.24 over the expenses of the previous year, and were \$4,890.76 per mile of main tracks operated, \$0.1561 per

mile run and \$1.48 per car hour. The operating expenses were 59.26 per cent. of the gross earnings.

NET EARNINGS.

The net earnings for the year were \$3,100,782.54, an increase of \$552,531.21 over those of the previous year. The net earnings per mileage of main tracks operated were \$3,362.83, per mile run \$0.1073 and per car hour \$1.01.

DIVIDENDS.

The amount paid in dividends upon the stock of five of the companies was \$746,231.50. In addition to this amount, dividends were paid upon the stock of the New York, New Haven & Hartford Railroad Company, representing its street railway properties. The Farmington Street Railway, Hartford & Springfield Street Railway, New London & East Lyme, Norwich & Westerly and Providence & Danielson Railway Companies paid no dividends.

INTEREST.

The amount paid for interest, outside of the amount paid by the New York, New Haven & Hartford Railroad Company upon the obligations of its street railway properties, was \$805,049.20.

TAXES.

The amount of taxes paid the State by the street railway companies, as reported by State Treasurer for fiscal year ending September 30, 1909, was \$228,273.80. This amount is also exclusive of the taxes paid by the New York, New Haven & Hartford Railroad Company upon the street railway properties owned by it.

MILES RUN.

The total number of miles run was 28,882,338, which is 142,050 more than the previous year.

PASSENGERS CARRIED.

The number of fare passengers carried was 143,386,515, an increase of 4,855,699 over the number transported last year and compared with 77,564,350 carried by the steam railroads. Passengers carried per mile of main track operated were 155,504, the number per mile run 5.08, and per car hour 48.25. The average fare received from revenue passengers was \$0.0497, and the average fare of all passengers, including those with transfers, \$0.0421.

EMPLOYEES.

The average number of employees during the year was 4,535, a decrease of 697 from the number reported last year.

ACCIDENTS.

The number of persons injured in the operation of the street railways during the past year was 1,476, eighty-nine less than the number reported last year, of which number thirty-nine were killed, one more than last year, and 1,437 were injured, ninety less than last year.

The following tabulated statement shows the number of passengers, employees and other persons killed and injured on the street railways reporting to us during the year:

LIST OF ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1909.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	0	453	4	521	4	974
Employees, . . .	2	50	3	88	5	138
Other persons, . .	0	96	30	229	30	325
Total, . . .	2	599	37	838	39	1,487

Comparative statement of the street railway accidents for the past nine years:

						Killed.	Injured.
1901,	.	.	.	.	.	15	240
1902,	.	.	.	.	.	15	277
1903,	.	.	.	.	.	19	351
1904,	.	.	.	.	.	23	360
1905,	.	.	.	.	.	28	437
1906,	.	.	.	.	.	34	722
1907,	.	.	.	.	.	51	1,439
1908,	.	.	.	.	.	38	1,527
1909,	.	.	.	.	.	39	1,437

Wm O. Symonds

Arthur L. Foster

E. J. Porter

GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Andover.....	7	...	2	5	...	...	...	...	...	...
Ansonia.....	2	1	...	1	1	...	...	...	...	...
Avon.....	8	...	1	7	...	...	...	...	...	...
Barkhamsted.....	3	...	...	3	...	...	...	...	...	...
Beacon Falls.....	2	...	2	...	...	...	...	...	...	1
Berlin.....	9	3	1	5	...	...	...	...	...	...
Bethel.....	3	...	...	3	1	1	...	1	...	...
Bloomfield.....	12	...	...	12	...	...	...	...	...	...
Bolton.....	5	2	...	3	...	1	...	...	...	...
Branford.....	11	5	6	...	...	...	...	2	...	...
Brookfield.....	17	1	2	14	...	...	...	...	...	1
Bridgeport.....	32	1	25	6	2	...	...	20	1	11
Bristol.....	18	2	3	13	1	1	1	2	...	...
Burlington.....	2	...	1	1	...	...	...	...	...	...
Canton.....	16	2	...	14	...	...	2	...	...	...
Canaan.....	8	...	1	7	...	...	...	1	1	1
Canterbury.....	1	1	...	...	...	...	...	...	...	...
Chaplin.....	1	...	1	...	...	...	...	...	...	...
Chatham.....	7	1	2	4	...	...	1	...	...	...
Chester.....	4	...	...	4	...	...	...	...	...	...
Cheshire.....	23	8	8	11	...	...	...	...	...	...
Clinton.....	6	1	3	2	...	...	1	...	...	...
Colchester.....	6	...	1	5	...	...	...	...	...	...
Columbia.....	2	...	...	2	...	...	...	...	...	...
Cornwall.....	17	1	...	16	...	...	1	2	1	1
Coventry.....	6	1	...	5	...	...	...	...	...	...
Oromwell.....	12	1	2	9	...	...	...	...	...	1
Danbury.....	19	1	3	15	4	2	...	...	2	3
Darien.....	7	2	3	2	...	...	...	...	...	...
Derby.....	3	2	...	1	...	...	...	...	...	7
Durham.....	1	...	1	...	...	...	...	...	...	...
East Haven.....	2	2	...	...	...	...	...	...	...	...
East Hartford.....	8	1	1	6	...	...	...	...	...	...
East Lyme.....	2	...	2	...	...	...	...	...	...	...
East Windsor.....	10	...	...	10	...	...	...	...	...	...
Ellington.....	5	...	1	4	...	...	...	...	...	...
Enfield.....	12	1	1	10	...	...	...	1	...	3
Essex.....	6	...	...	6	...	1	...	...	...	...
Fairfield.....	12	4	8	...	...	...	...	...	...	...
Farmington.....	12	...	1	11	...	...	1	...	...	...
Franklin.....	6	1	...	5	...	...	...	...	...	...
Granby.....	4	...	...	4	...	...	...	...	...	...
Greenwich.....	12	8	9	...	...	...	...	1	...	...
Griswold.....	5	...	...	5	1	...	...	...	...	1
Groton.....	17	4	8	5	...	2	...	1	...	1
Gulford.....	5	2	1	2	...	1	1	...	...	...
Haddam.....	7	1	...	6	...	...	...	...	...	...
Hampton.....	9	3	...	6	...	...	1	1	...	...
Hamden.....	16	8	5	3	...	...	...	...	4	4
Hartford.....	37	8	12	17	9	1	...	6	...	3
Hebron.....	7	...	...	7	...	...	...	...	...	...
Huntington.....	2	1	...	1	...	...	...	...	...	...
Totals carried over.....	465	65	117	283	19	10	9	38	9	38

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over.....	465	65	117	288	19	10	9	88	9	88
Kent.....	10	2		8			2	1	1	
Killingly.....	9	1	1	7	2		1			2
Lebanon.....	5	2		3						
Ledyard.....	1	1								
Litchfield.....	14	1		18				1		2
Lisbon.....	5	1	8	1						
Madison.....	6	3	3							
Manchester.....	18	1	3	9		1		2		
Mansfield.....	8			8	1					
Meriden.....	28	8	6	14	9			5		
Middlebury.....	3		1	2						
Middlefield.....	8	1	1	6						
Middletown.....	41	10	5	26	4	1	7			
Milford.....	17	6	8	3						1
Montville.....	3			3						
Monroe.....	10		4	6					1	1
Morris.....	4			4				1		
Naugatuck.....	4		3	1						
New Britain.....	24	2	1	21	14		2			
New Canaan.....	4	1		3				1		
Newington.....	7	1	1	5	1		1	1		2
New Haven.....	53	40	4	14	5	8	1	7		9
New Hartford.....	11		3	8		1				
New London.....	20	3	5	12	7					8
New Milford.....	24		1	23	1		1	2		
Newtown.....	34	8	2	29				2	1	1
Norfolk.....	10	3	3	4						
North Canaan.....	15		1	14	1			1	1	1
North Haven.....	7	1	1	5	1	1	1	1		1
Norwalk.....	31	3	12	16	2				3	7
Norwich.....	17	8		9		8	2		2	2
Old Lyme.....	6	3	3							
Old Saybrook.....	12	3	1	8	1	1	2			
Orange.....	25	4	18	3				1		2
Oxford.....	7	2		5						
Pomfret.....	9	3	2	4						
Portland.....	10	1	5	4						
Plainfield.....	23			23	2		6			2
Plainville.....	6	1		5	1	2				2
Plymouth.....	9	6	2	1				1		
Prospect.....	2	1	1							
Putnam.....	14	4	6	4	2					
Redding.....	8		2	6						
Ridgefield.....	10			10						
Rocky Hill.....	3			3						
Roxbury.....	5			5						
Salisbury.....	11	1	2	8			3			
Saybrook.....	3			3						
Seymour.....	3	2	1							
Total carried over.....	1,082	198	227	657	73	28	38	65	18	81

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & E. R. R.	Nor. & Worcester R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
17	7	25	27	44	4	1	1	44	8	69	22	5	5		4		288
8				6									7				8
						6											7
																	8
											1						18
											6						1
									8								9
					4						10						8
6										2							14
8					5							1					2
	17					3											6
																	26
				6					8								8
																	8
						1											6
																	4
											13						1
											8						21
											3						8
											1						5
								9			4						14
			4					4									8
				23					6				6				13
	4			18						7							23
			4														29
			9	5													4
4																	14
	16								6			1					5
																	16
													8				9
		6															8
							8								2		8
																	8
4										5							5
										4							4
																	4
											11						23
								2			8		12				5
											1						1
											1						4
		6															6
	10																10
		8															8
																	5
																	8
		8															8
37	43	54	52	104	13	11	9	59	31	124	54	11	80	16	6	3	657

TABLE SHOWING THE HIGHWAY CROSSING IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass. crossings.
Total brought over.....	1,082	198	227	657	78	28	38	65	18	81
Simsbury,.....	17	1	2	14	...	2	...	1	...	...
Southbury,.....	13	1	6	5	...	...	...	1	...	...
Southington,.....	17	...	...	17	2	...	...	3	1	2
South Windsor,.....	10	...	...	10	...	...	...	...	...	...
Sprague,.....	4	...	...	4	...	...	...	...	...	...
Stafford,.....	11	...	1	10	1	...	2	...	...	2
Stamford,.....	12	3	6	3	...	...	...	2	...	...
Sterling,.....	5	...	...	5	...	...	2	...	...	...
Stonington,.....	14	2	1	11	7	2	...	2	...	2
Stratford,.....	6	1	5	...	...	...	...	2	...	...
Suffield,.....	8	...	2	6	...	...	...	...	...	...
Tolland,.....	1	...	...	1	...	...	...	...	...	...
Torrington,.....	12	1	1	10	8	1	1	...	...	2
Thomaston,.....	8	...	...	8	1	...	...	...	...	1
Thompson,.....	24	4	3	17	...	...	2	1	1	3
Trumbull,.....	6	...	...	6	...	...	...	...	...	1
Vernon,.....	17	...	7	10	...	1	1	...	...	...
Wallingford,.....	20	2	2	16	3	...	...	...	...	...
Washington,.....	13	...	...	13	...	...	2	2	...	1
Waterbury,.....	24	7	14	8	...	...	...	...	...	6
Waterford,.....	7	1	2	4	...	...	...	...	...	...
Watertown,.....	5	...	3	2	...	...	...	...	...	...
Westbrook,.....	4	8	1	...	...	...	...	...	...	...
West Hartford,.....	1	...	...	1	...	...	...	...	...	1
Westport,.....	10	6	4	...	...	...	...	...	...	...
Wethersfield,.....	8	...	...	8	1	...	...	...	...	...
Windsor,.....	12	...	1	11	...	2	1	...	...	...
Windsor Locks,.....	3	...	...	3	1	...	...	...	...	...
Windham,.....	22	2	4	16	3	4	1	...	1	4
Wilton,.....	15	1	1	18	...	...	...	...	...	1
Willington,.....	8	...	...	8	...	...	...	1	...	...
Winchester,.....	13	1	5	7	8	1	...	...	...	...
Total,.....	1,426	234	298	894	98	41	50	79	21	107

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSING AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. & N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manchester R. R.	Total.
7	43	54	52	104	13	11	9	59	31	124	54	11	30	16	6	3	657
			7					7									14
								17									5
																	17
										10							10
									10								4
																	10
												3					3
																	5
												11					11
																	6
									1								1
																	10
																	3
																	17
				6						10				7			6
																	10
7												9					16
																	13
																	18
																	3
									3						1		4
																	2
																	1
																	8
																	11
												11					3
1												3					3
	13								5	10							16
									8								13
																	8
				6			1										7
45	56	62	65	110	13	30	9	83	58	177	87	22	87	30	7	3	894

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain and Suffield branches.

The N. E. R. R. includes the Connecticut Central R. R. and Rockville R. R.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report.

STATISTICAL TABLES.

TABLE No. 1.
1909.

Number	1	2	3	4	5		6		7		8	
					LOCATIONS OF MAIN LINES AND BRANCHES.		DOUBLE TRACK.		THIRD TRACK.		FOURTH TRACK.	
		Chartered.	Opened for use.		From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
1	Central New England Railway Co.	1862	1892		Campbell Hall, N. Y.	Silverville, N. Y.	58.90	.....	.....	.....	.....	.....
	<i>Dutchess County R. R., Conn.</i>				Hopewell Jct., N. Y.		19.40	.....	.....	.....	.....	.....
	<i>Newbury, Dutchess & Conn.</i>				Dutchess Jct., N. Y.		58.84	.....	.....	.....	.....	.....
	<i>Fishkill Landing Branch, Br.</i>				Wicopee Jct., N. Y.		1.65	.....	.....	.....	.....	.....
	<i>Poughkeepsie & Eastern Br.</i>				Poughkeepsie, N. Y.		35.98	.....	.....	.....	.....	.....
2	Hartford & Conn. Western R.R. Co.	1861	1871		Hartford, Conn.	Rhinecliff, N. Y.	109.75	67.35	.....	.....	.....	.....
	<i>Springfield Branch.</i>				Tariffville, Conn.		14.21	10.01	.....	.....	.....	.....
	<i>Springfield Branch.</i>				New Haven, Conn.	Shelburne Jct., Mass.	94.64	51.96	.....	.....	.....	.....
3	New Haven & Northampton Co.	1846	1848		Farmington, Conn.	New Hartford, Conn.	15.19	15.19	.....	.....	.....	.....
	<i>New Hartford Branch.</i>				Northampton, Mass.	Williamsburgh, Mass.	7.51	.....	.....	.....	.....	.....
	<i>Turners Falls</i>				So. Deerfield, Mass.		10.07	.....	.....	.....	.....	.....
	<i>Holyoke & Westfield Branch.</i>				Westfield, Mass.	Holyoke, Mass.	10.32	.....	.....	.....	.....	.....
4	New London Northern R.R. Co.	1859	1848-51		New London, Conn.	Brattleboro, Vt.	121.00	56.10	.....	.....	.....	.....
5	New York, New Haven & Hartford, Midland Division.	1871	1839-70		Woollawn Jct., N. Y.	Providence, R. I.	173.38	115.40	171.90	115.40	68.28	47.96
	<i>Air Line Branch.</i>				Roseton, Mass.	Hopewell Jct., N. Y.	134.19	155.46	98.88	.....	.....	.....
	<i>Shore Line Div.</i>				New Haven, Conn.	Williamantic, Conn.	53.26	5.26	5.26	.....	.....	.....
	<i>Western Div., Berkshire Br.</i>				New Haven, Conn.	Springfield, Mass.	60.17	54.23	60.17	54.23	.....	.....
					New Haven, Conn.	Bosford, Conn.	28.95	23.95	.....	.....	.....	.....
					Bosford, Conn.	Mass. State Line.	59.63	59.63	.....	.....	.....	.....
					Naugatuck Jct., Conn.	Winsted, Conn.	55.95	27.15	27.15	.....	.....	.....
					Stamford, Conn.	New Canaan, Conn.	7.99	.....	.....	.....	.....	.....
					Danbury, Conn.	So. Norwalk, Conn.	23.99	23.99	.....	.....	.....	.....
					So. Norwalk, Conn.	Wilson's Pt., Conn.	9.44	.....	.....	.....	.....	.....
					Branchville, Conn.	Ridgfield, Conn.	4.03	4.03	.....	.....	.....	.....
					Windsor Locks, Conn.	Fenwick, Conn.	46.30	46.30	.....	.....	.....	.....
					Bridgeport, Conn.	Suffield, Conn.	4.43	4.43	.....	.....	.....	.....
					Waverlyville, Conn.	Bosford, Conn.	14.66	14.66	.....	.....	.....	.....
					Brookfield, Conn.	Litchfield, Conn.	23.28	23.28	.....	.....	.....	.....
					Wicopee, N. Y.	Danbury, Conn.	8.99	8.99	.....	.....	.....	.....
					Winsted, N. Y.	Fishkill Ldg., N. Y.	1.65	.....	.....	.....	.....	.....
					Winsted, Conn.	Middletown, Conn.	9.70	9.70	.....	.....	.....	.....
					Berlin, Conn.	Waterbury, Conn.	26.00	26.00	.....	.....	.....	.....
					Berlin, Conn.	New Britain, Conn.	2.50	2.50	.....	.....	.....	.....
					Atsugi, R. I.	Hopkinton, R. I.	10.36	.....	.....	.....	.....	.....
					Valley Falls, R. I.	Henderson St., R. I.	8.59	.....	.....	.....	.....	.....
					Providence, R. I.	Mass. State Line.	7.07	.....	.....	.....	.....	.....
					Woonsocket, R. I.	Douglas Jct., Mass.	27.73	.....	.....	.....	.....	.....
						Hartsville, R. I.	9.45	.....	.....	.....	.....	.....

TABLE NO. 1. — CONTINUED.

1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.		5 LENGTH OF MAIN LINE AND BRANCHES.		6 DOUBLE TRACE.		7 THIRD TRACE.		8 FOURTH TRACE.	
			From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
P. & M. R. R. Extension, Middleborough & Taunton Br. Middleborough, Mass.			Ext. to P. & M. R. R., Mass.	Middleborough, Mass.	49	...	...	...	...	...	...	...
Attleborough Jct., Mass.			Middleborough, Mass.	M. & T. Jct., Mass.	8.04	...	...	...	...	...	...	...
Whiteland "Y"			Attleborough Jct., Mass.	Whiteland, Mass.	8.60	...	...	...	...	...	...	...
Sterling			" " Mass.	" " "	5.08	...	...	...	...	...	...	...
Lancaster			Pratt Jct., Mass.	Lancaster Jct., Mass.	1.68	...	...	...	...	...	...	...
Marlboro			Marlboro Jct., Mass.	Marlboro, Mass.	1.47	...	...	...	...	...	...	...
Prison			So. Framingham, Mass.	Woman's Ref., Mass.	11.88	...	...	...	...	...	...	...
Wrentham			Walpole Jct., Mass.	No. Attleboro, Mass.	8.98	...	...	...	...	...	...	...
"			No. Attleboro, Mass.	Adamdale Jct., Mass.	9.97	...	...	...	...	...	...	...
Walpole & Dedham			No. Attleboro Jct., Mass.	Chestnut St., Mass.	5.76	...	...	...	...	...	...	...
Fall River			Walpole, Mass.	Norwood Jct., Mass.	12.85	...	...	...	...	...	...	...
F. R. W. & P.			New Bedford, Mass.	Fall River, Mass.	7.95	...	...	...	...	...	...	...
Freight Connection,			Fall River, Mass.	Warren, R. I.	6.95	...	...	...	...	...	...	...
Nantasket Beach			So. Bay.	Boston, Mass.	41.90	...	...	...	...	...	...	...
Boston & Providence,			Nantasket Jct., Mass.	Pemberton, Mass.	8.05	...	...	...	...	...	...	...
India Point			Boston, Mass.	Providence, R. I.	6.87	...	...	...	...	...	...	...
West Roxbury			East Jct., Mass.	India Point, "	2.47	...	...	...	...	...	...	...
Dedham			Forest Hills, Mass.	Dedham, Mass.	1.90	...	...	...	...	...	...	...
Providence & Mid. Div. Con.,			Readville, Mass.	" "	4.05	...	...	...	...	...	...	...
Stoughton			Canton Jct., Mass.	Stoughton, Mass.	14.15	...	...	...	...	...	...	...
Prov., Warren & Bristol,			India Jct., R. I.	Bristol, R. I.	7.77	...	...	...	...	...	...	...
Branches,			" "	" "	69	...	...	...	...	...	...	...
Chatham			Harwich, Mass.	Chatham, Mass.	7.07	...	...	...	...	...	...	...
Plymouth & Middleborough,			Plymouth, Mass.	Middleborough, Mass.	15.08	...	...	...	...	...	...	...
Norwich & Worcester,			Groton, Conn.	Worcester, Mass.	70.97	...	...	...	...	...	...	...
Rhode Island & Mass.,			Cn. at Norwich,	N. L. N. R. R.	53.14	...	...	...	...	...	...	...
Milford & Woonsocket,			Franklin, Mass.	R. I. State Line	6.58	...	...	...	...	...	...	...
Milford, Franklin & Providence,			Bellingham, Mass.	Ashland, Mass.	15.18	...	...	...	...	...	...	...
Ridgfield & New York,			Projected road,	Franklin, Mass.	4.65	...	...	...	...	...	...	...
South Manchester R. R.,			Manchester, Conn.	So. Manchester, Conn.	9.95	...	...	...	...	...	...	...
Total,					2,414.28	1,006.90	768.73	901.03	96.15	47.96	94.36	47.96

TABLE NO. 1. — CONCLUDED

1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.		9 FIFTH TRACK.		10 SIXTH TRACK.		11 SEVENTH TRACK.		12 LENGHT OF ROAD, SINGLE TRACK, MILES.	
			From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
P & M R R Extension, Middleborough & Taunton Br. Middleborough "Y"			Ext. to P & M R R. Mass. Middleborough, Mass. Attleborough Jct., Mass.	Middleborough, Mass. M & T Jct., Mass. Attleborough, Mass.	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	49 9.51 12.05	..... ..... .....
Whiteland "Y"			Pratt Jct., Mass.	Sterling, Mass.	.....	.....	.....	.....	.....	.....	6.55	.....
Lancaster			Lancaster Jct., Mass.	Lancaster Mills, Mass.	.....	.....	.....	.....	.....	.....	2.01	.....
Marlborough			Marlborough Jct., Mass.	Marlboro, Mass.	.....	.....	.....	.....	.....	.....	2.89	.....
Pleasant			So. Framingham, Mass.	Women's Ref., Mass.	.....	.....	.....	.....	.....	.....	1.19	.....
Wrentham			Walpole Jct., Mass.	No. Attleboro, Mass.	.....	.....	.....	.....	.....	.....	15.83	.....
"			No. Attleboro, Mass.	Adamsdale Jct., Mass.	.....	.....	.....	.....	.....	.....	5.50	.....
Walpole & Dedham			Walpole, Mass.	Chestnut St., Mass.	.....	.....	.....	.....	.....	.....	5.50	.....
Fall River			New Bedford, Mass.	Norwood Jct., Mass.	.....	.....	.....	.....	.....	.....	11.01	.....
F. R. W. & P.			Fall River, Mass.	Fall River, Mass.	.....	.....	.....	.....	.....	.....	16.50	.....
Freight Connection, Nantasket Beach			So. Bay,	Boston, Mass.	.....	.....	.....	.....	.....	.....	9.20	.....
Boston & Providence,			Nantasket Jct., Mass.	Pemberton, Mass.	.....	.....	.....	.....	.....	.....	17.19	.....
India Point			Boston, Mass.	Providence, R. I.	.....	.....	.....	.....	.....	.....	180.54	.....
West Roxbury			East Jct., Mass.	India Point, R. I.	.....	.....	.....	.....	.....	.....	18.38	.....
Dedham			Forest Hills, Mass.	Dedham, Mass.	.....	.....	.....	.....	.....	.....	18.38	.....
Providence & Mid. Div. Con.,			Readville, Mass.	"	.....	.....	.....	.....	.....	.....	23.40	.....
Stoughton			Canton Jct., Mass.	Stoughton, Mass.	.....	.....	.....	.....	.....	.....	2.40	.....
Prov., Warren & Bristol			India Point, R. I.	Bristol, R. I.	.....	.....	.....	.....	.....	.....	11.47	.....
Chatham,			"	"							31.98	.....
Plymouth & Middleborough,			Harwich, Mass.	Chatham, Mass.	.....	.....	.....	.....	.....	.....	8.06	.....
Norwich & Worcester,			Plymouth, Mass.	Middleborough, Mass.	.....	.....	.....	.....	.....	.....	1.12	.....
Rhode Island & Mass.,			Groton, Conn.	Worcester, Mass.	.....	.....	.....	.....	.....	.....	110.17	80.89
Milford & Woonsocket,			Ctn. at Norwich,	N. I. N. R.	.....	.....	.....	.....	.....	.....	27.27	.....
Milford, Franklin & Providence,			Franklin, Mass.	R. I. State Line.	.....	.....	.....	.....	.....	.....	7.86	.....
Ridgfield & New York,			Bellingham, Mass.	Ashland, Mass.	.....	.....	.....	.....	.....	.....	18.85	.....
South Manchester R. R.,			Projected road, Manchester, Conn.	Franklin, Mass.	.....	.....	.....	.....	.....	.....	5.07	.....
Total,				So. Manchester, Conn.	.....	.....	.....	.....	.....	.....	5.70	5.70
					8.90	.....	.....	.....	.....	.....	4,898.04	1,995.10

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	13 Total amount authorized.	14 Issued for cash.	15 Issued for bonds.	16 Issued for stock of other corporations.	17 Issued for undivided earnings.	18 Issued for increased valuation.
1	Central New England Ry. Co.,	\$3,550,000.00	.....	.....	\$8,550,000.00	.....	.....
2	Hartford & Connecticut Western R. R. Co.,	3,000,000 00	.....	\$1,915,800.00	.....	.....	.....
3	New Haven & Northampton Company,	5,000,000.00	\$1,882,000.00	.....	.....	.....	.....
4	New London Northern R. R. Co.,	2,000,000.00	340,700.00	1,102,600.00	56,700.00	.....	.....
5	New York, New Haven & Hartford R. R. Co.,	198,986,400.00	.....	.....	.....	.....	.....
6	Norwich & Worcester R. R. Co.,	8,891,600.00	6,600.00	.....	138,900.00	.....	.....
7	Ridgefield & New York R. R. Co., ^a	1,250,000.00	215,400.00	.....	.....	.....	.....
8	South Manchester R. R. Co.,	40,000.00	40,000.00	.....	.....	.....	.....
	Total,	\$212,608,000 00	\$2,484,700.00	\$3,018,400.00	\$8,785,600.00	.....	.....

^a Projected Road.

TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	19 Otherwise Issued.	20 Total par value outstanding.	21 Total par value per last report.	22 Issued per mile of road.	23 Amount held in Connecticut.	24 Amount same per last report.	25 Stockholders in Connecticut.	26 Number of same per last report.
1	Central New England,.....	.....	\$3,550,000.00	\$3,550,000.00	\$51,718.00	\$4,972,100.00	\$4,958,200.00	19	17
2	Hartford & Conn. Western,....	\$1,050,000.00	2,965,800.00	2,965,800.00	23,925.00	818,700.00	805,100.00	453	458
3	New Haven & Northampton,...	578,000.00	2,460,000.00	2,460,000.00	19,307.00	2,460,000.00	2,460,000.00	1	1
4	New London Northern,.....	.....	1,500,000.00	1,500,000.00	12,397.00	492,300.00	471,800.00	115	111
5	N. Y., New Haven, & Hartford,	121,878,100.00	121,878,100.00	121,878,100.00	65,184.00	19,050,300.00	19,160,400.00	3,495	3,472
6	Norwich & Worcester,.....	2,871,100.00	3,006,600.00	3,006,600.00	40,191.00	116,400.00	118,000.00	33	32
7	Ridgenfield & New York,.....	46,400.00	261,800.00	261,800.00	8,597.69	200,350.00	200,350.00	51	51
8	South Manchester,.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
	Total,.....	\$126,428,600.00	\$140,662,300.00	\$140,662,300.00	\$51,402.27	\$28,150,150.00	\$28,208,350.00	4,176	4,151

^a This amount is arrived at by dividing \$36,800,773.00, which is the amount of capital stock apportioned to railroad property by, 1682.82 miles of steam railroads owned.

TABLE IV.—DEBT.

RAILROADS.	27 FUNDED DEBT.		28 CURRENT LIABILITIES.		29 Total debt.	30 Total per last report.	31 Funded debt per mile of road.	32 Total stock and debt.
	Total outstanding.	Total per last report.	Total.	Total per last report.				
1 Central New England,	\$10,514,500.00	\$10,780,500.00	\$2,439,596.85	\$2,153,419.86	\$12,944,096.85	\$12,838,919.36	\$3,601.00	\$21,494,096.35
2 Hartford & Conn. W.,	700,000.00	700,000.00	227,699.20	227,811.70	927,699.20	927,811.70	5,647.00	3,898,499.20
3 N. H. & Northampt'n,	3,109,000.00	3,993,000.00	24,105.63	17.50	3,133,105.63	3,993,017.50	24,401.00	5,593,105.63
4 New London North'n,	1,500,000.00	1,500,000.00	4,457.14	4,358.80	1,504,457.14	1,504,358.80	12,397.00	3,004,457.14
5 N. Y., N. H. & H.,... ^a	58,961,000.00							
	^b 175,898,875.00							
6 Norwich & Worcester,	234,859,875.00	230,444,750.00	14,847,904.82	11,116,315.87	249,707,779.82	241,061,065.87	125,610.00	371,535,879.82
7 Ridgenfield & N. Y.,... ^d	1,200,000.00	1,200,000.00	63,877.00	63,612.42	1,263,877.00	1,263,612.42	12,849.00	4,270,477.00
8 South Manchester,....								261,800.00
			26,483.33	24,633.16	26,483.33	24,633.16		66,483.33
Total,.....	\$251,888,875.00	\$248,568,250.00	17,624,123.47	13,590,168.81	269,507,498.47	263,263,418.81	87,642.27	410,169,798.47

^a Mortgage Bonds.^b Plain bonds, debentures and notes.^c This amount is arrived at by dividing \$147,483,164.00, which is the amount of funded debt apportioned to railroad property, by 1,638.83 miles of steam railroads owned.^d Projected Road.

TABLE V.—PROPERTY ACCOUNTS.

	RAILROADS.	33 Cost of road.	34 Cost of equipment.	35 General expendi- tures.	36 Stocks owned.	37 Funded debt owned.	38 Other permanent investments.	39 Cash and current assets.	40 Other assets.	41 Profit and loss.	42 Total.	43 Cost of road per mile.
1	Cent. New England.	\$17,949,301.75	\$639,922.15	.....	\$1,150,063.00	.....	\$790,963.45	\$931,644.93	\$173,661.47	\$1,318,933.07	\$39,944,539.83	\$104,533.87
2	H'v'd & Conn. W.	3,493,909.45	.....	.....	.....	.....	909,135.00	16,694.04	.....	175,040.71	3,897,699.90	28,210.87
3	New H. & North'n.	7,165,154.58	750,000.00	\$2,261.31	.....	.....	.....	25,750.00	.....	.....	7,943,565.88	56,329.96
4	New London Nor'n.	2,997,136.45	948,420.44	.....	150,000.00	.....	143,493.02	32,785.04	5,000.00	.....	3,555,514.95	24,191.21
5	N. Y., N. H. & H.	112,723,235.26	54,008,603.25	354,511.51	75,399,543.93	\$9,804,800.53	43,021,131.03	52,810,703.46	32,272,453.70	.....	381,400,353.97	108,306.15
6	Norwich & Worcester.	3,933,316.51	.....	.....	.....	675,000.00	.....	105,612.93	632,737.40	.....	5,398,154.84	55,639.90
7	Ridgefield & N. Y. & c	323,510.16	.....	.....	.....	.....	.....	.....	.....	.....	323,510.16	7,678.43
8	South Manchester..	92,895.07	32,394.53	.....	.....	.....	.....	2,653.23	831.65	.....	123,793.55	41,266.96
	Total.....	\$147,877,699.77	\$55,669,940.69	\$357,092.39	\$76,699,611.93	\$10,479,800.88	\$44,163,723.50	\$53,975,703.78	\$34,085,739.33	\$1,463,993.78	\$694,932,655.32	\$97,574.94

a Projected Road.

TABLE VI.—INCOME ACCOUNT.

Number.	RAILROADS.	Gross.				Net.			
		44 Total.	45 Total per last report.	46 Per mile of road operated.	47 Per mile run.	48 Total.	49 Total per last report.	50 Per mile of road operated.	51 Per mile run.
1	Central New England,.....	\$3,530,213.49	\$2,108,786.86	\$8,598.60	1.92800	\$981,080.07	\$403,617.21	\$3,162.14	0.70944
2	Hartford & Connecticut West., <i>a</i>	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,090,174.13	997,956.78	9,009.70	1.55090	248,895.86	131,099.89	2,011.52	0.94620
5	N. Y., N. H. & Hartford,.....	54,947,630.97	53,050,147.26	26,607.31	2.48490	18,267,324.43	14,886,589.91	8,943.22	0.88522
6	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York, <i>c</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester,.....	17,523.81	18,555.95	7,783.14	1.10627	Deficit 1,116.79	Deficit 458.95	Deficit 496.85	Deficit 0.07050
	Total,.....	\$57,965,541.90	\$56,175,446.96	\$38,568.77	2.42595	\$19,441,750.86	\$15,861,806.51	7,902.28	0.81339

a Included in report of C. N. E. Ry. Co.
b Included in report of N. Y., N. H. & H. R. R. Co.
c Projected Road.

TABLE VII.

Number.	RAILROADS.	DIVIDENDS.					56 Paid for taxes.	57. Paid for Interest.
		52 Total amount paid.	53 Total per last report.	54 Capital stock on which dividends were paid.	55 Capital stock on which no divi- dends were paid.			
1	Central New England Ry. Co.,.....				\$8,550,000.00	\$77,016.95	\$678,250.00	
2	Hartford & Conn. Western R.R. Co.,.....	\$59,816.00	\$59,322.50	\$2,965,800.00			\$81,500.00	
3	New Haven & Northampton Co.,.....	98,400.00	113,652.00	2,460,000.00			\$190,254.67	
4	New London Northern R. R. Co.,.....	185,000.00	195,000.00	1,500,000.00		48,000.00	\$68,120.00	
5	New York, New Haven & Htd. R. R. Co., <i>a</i> 7,883,842.00		8,279,046.00	100,000,000.00	21,878,100.00	8,446,125.98	{ \$2,541,020.00 \$7,517,988.78	
6	Norwich & Worcester R. R. Co.,.....	240,000.00	240,000.00	8,000,000.00	6,600.00		\$10,088,953.73	
7	Ridgefield & New York R. R. Co., <i>f</i>				261,800.00		\$48,000.00	
8	South Manchester R. R. Co.,.....				40,000.00	411.04		
	Total,....	\$8,416,558.00	\$8,827,020.50	\$109,925,800.00	\$30,786,500.00	\$8,571,553.97	\$10,475,078.40	

b On mortgage bonds.*c* On debentures.*d* In treasury of company.*e* On plain bonds, debentures and notes.*f* Projected Road.

a \$ on \$97,885,700.00 = \$1,867,914.00
b " " 97,885,700.00 = 1,867,914.00
c " " 98,400,700.00 = 1,968,014.00
d " " 100,000,000.00 = 2,000,000.00
 \$7,883,842.00

TABLE VII. — OPERATING EXPENSES.

Number.	RAILROADS.	28 Maintenance of way and structures.	29 Maintenance of equipment.	30 Traffic expenses.	31 Conducting transportation.	32 General expenses.	33 Total.	34 Average mileage operated during year.	35 Per mile of road operated.	36 Per mile run.
1	Central New England,	\$480,871.97	\$250,466.52	\$24,544.67	\$357,566.65	\$35,788.61	\$1,599,183.43	294.43	\$5,431.46	1.21856
2	Hartford & Connecticut Western, <i>a</i>, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,	118,062.86	89,787.49	26,842.01	640,028.84	27,062.08	846,778.27	121.00	6,998.17	1.30470
5	New York New Haven & Hartford,	6,180,606.46	5,906,356.68	308,999.78	22,491,376.16	1,242,967.51	86,080,806.54	2,042.59	17,663.99	1.64968
6	Norwich & Worcester, <i>b</i> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & N. Y., <i>c</i>, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester,	6,115.91	612.87	.....	11,247.43	664.89	18,640.10	2.25	8,384.49	1.17677
	Total,	\$6,680,657.19	\$6,197,223.06	\$380,386.41	\$24,000,214.06	\$1,306,427.59	\$88,544,908.83	2,460.27	15,666.94	1.61261

a Included in report of C. N. E. Ry. Co.*b* " " " N. Y. N. H. & H. R. R. Co.*c* Projected Road.

TABLE IX. — MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	67	68	69	70	71	72	73	74	75
		Superin- tendence.	Ballast.	Ties.	Rails.	Other track material.	Roadway and track.	Removal of snow, sand and ice.	Tunnels.	Bridges, trestles and cul- verts.
1	Central New England Ry. Co.,.....	\$22,372.60	\$7,430.43	\$73,555.19	\$30,894.51	\$11,379.18	\$169,965.60	\$3,405.80	.....	\$56,974.70
2	Hartford & Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	4,747.35	814.73	35,401.37	1,014.38	5,275.98	41,873.39	2,030.60	.....	8,183.51
5	New York, New Haven & Hartford R. R. Co.,...	197,354.69	26,903.63	1,102,366.49	74,107.49	230,334.33	2,069,990.34	67,769.82	2,545.73	415,735.96
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York R. R. Co., <i>c</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	5,330.95	.....	.....	565.04
	Total,.....	\$294,931.64	\$35,143.79	\$1,211,433.55	\$95,946.35	\$236,959.49	\$3,307,190.28	\$73,206.22	\$3,545.73	\$491,413.21

a Included in report of C. N. E. Ry. Co.*b* " " N. Y. N. H. & H. R. R. Co.*c* Projected road.

TABLE IX.—MAINTENANCE OF WAY AND STRUCTURES—CONTINUED.

Number.	RAILROADS.	76	77	78	79	80	81	82	83	84
		Over and under grade crossings.	Grade crossings, fences, cattle guards, and signs.	Snow and sand fences, and snow sheds.	Signals and interlocking plants.	Telegraph and telephone lines.	Electric power transmission.	Buildings, fixtures, and grounds.	Docks and wharves.	Roadway tools and supplies.
1	Central New England Ry. Co.,	\$3,399.07	\$9,435.76	\$203.85	\$737.54	\$3,181.61	.....	\$33,633.94	.....	\$3,449.16
2	Hartford & Connecticut Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,	254.49	2,633.58	8.50	333.29	593.05	.....	6,037.95	\$2,401.71	1,031.39
5	New York, New Haven & Hartford R. R. Co.,	67,738.67	108,593.40	314.85	333,413.95	19,049.94 Cr.	\$3,615.93	445,175.03	193,280.29	53,955.53
6	Norwich & Worcester R. R. Co., ^b .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York R. R. Co., ^c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester R. R. Co., .....	.....	.....	.....	.....	.....	.....	125.49	.....	.....
	Total,	\$71,392.23	\$121,024.74	\$333.30	\$333,510.45	\$31,836.90 Cr.	\$3,615.93	\$454,073.41	\$300,633.00	\$53,465.97

^a Included in report of C. N. E. Ry. Co.
^b " " " N. Y. N. H. & H. R. R. Co.
^c Projected Road.

TABLE IX.—MAINTENANCE OF WAY AND STRUCTURES—CONCLUDED.

Number.	RAILROADS.	85 Injuries to persons.	86 Stationary and printing.	87 Other expenses.	88 Maintain- ing joint tracks, yards, and other facilities, Dr.	89 Maintain- ing joint tracks, yards, and other facilities, Cr.	90 Total.	91 Per mile oper- ated.	92 Per mile run.
1	Central New England Ry. Co.,.....	\$0,186.85	\$850.50	.....	\$7,593.91	\$4,397.73	\$480,371.97	\$1,463.41	.328
2	Hartford & Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	104.34	141.79	.....	1,704.35	1,573.00	113,062.85	934.40	.161
5	New York, New Haven & Hartford R. R. Co.,.....	13,361.10	4,301.75	\$107,893.65	559,502.34	4,970.88	6,130,406.46	3,001.39	.230
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgfield & New York R. R. Co., <i>c</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester R. R. Co.,.....	.....	.....	94.43	.....	.....	6,115.91	2,732.63	.396
	Total,.....	\$23,651.79	\$5,594.04	\$107,990.08	\$559,503.00	Cr. \$11,943.61	\$6,690,657.19	\$2,715.42	.279

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.*c* Projected Road.

TABLE X.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	93	94	95	96	97	98	99
		Superin- tendence.	Steam locomotives —repairs.	Steam locomotives —renewals.	Steam locomotives —depreci- ation.	Electric locomotives —repairs.	Electric locomotives —renewals.	Electric locomotives —depreci- ation.
1	Central New England Ry. Co.,.....	\$16,459.05	\$130,499.87	Deduction, \$40.24	\$18,222.70			
2	Hartford & Conn. Western R. R. Co., <i>a</i>							
3	New Haven & Northampton Co., <i>b</i>							
4	New London Northern R. R. Co.,.....	8,077.49	25,076.29					
5	N. Y., N. H. & H. R. Co.,.....	151,278.46	1,888,891.94	2,414.58	85,209.74	\$256,704.74		
6	Norwich & Worcester R. R. Co., <i>b</i>							
7	Ridgefield & New York R. R. Co., <i>c</i>							
8	South Manchester R. R. Co.,.....		488.05					
	Total,.....	\$170,815.00	\$2,044,905.65	Deduct'n, \$40.24 2,414.58	\$53,432.44	\$256,704.74		

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. Co.*c* Projected Road.

TABLE X.—MAINTENANCE OF EQUIPMENT—CONTINUED.

Number	RAILROADS.	100	101	102	103	104	105	106	107
		Cars— repairs.	Passenger- train cars— repairs.	Passenger- train cars —re- newals.	Passenger- train cars —depre- ciation.	Freight train cars— repairs.	Freight train cars— renewals.	Freight train cars depreca- tion.	Electric equipment of cars— repairs.
1	Central New England Ry. Co.,.....		\$18,216.15		\$8,197.31	\$51,984.78	\$1,527.61	\$3,691.08	
2	Hartford & Conn. Western R. R. Co., <i>a</i>								
3	New Haven & Northampton Co., <i>b</i>								
4	New London Northern R. R. Co.,.....		3,774.24			6,653.97			
5	N. Y., N. H. & H. R. Co.,.....		912,497.47	13,727.76	88,717.77	1,107,485.62	84,882.44	446,150.46	\$84,715.82
6	Norwich & Worcester R. R. Co., <i>b</i>								
7	Ridgefield & New York R. R. Co., <i>c</i>								
8	So. Manchester R. R. Co.,.....	\$174.82							
	Total,.....	\$174.82	\$984,487.86	13,727.76	\$91,915.08	1,166,074.87	\$86,410.05	449,841.49	\$84,715.82

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. Co.*c* Projected Road.

TABLE X. — MAINTENANCE OF EQUIPMENT — CONTINUED.

RAILROADS.	108 Electric equipment of cars — renewals.	109 Electric equipment of cars — deprec'n.	110 Floating equipment — repairs.	111 Floating equipment — renewals.	112 Floating equipment — depre- ciation.	113 Work equipment — repairs.	114 Work equipment — renewals.	115 Work equipment — depre- ciation.	116 Shop machinery and tools.	117 Power plant equip- ment.
1 Central New England Ry. Co.,						\$1,705.91	\$34.37	\$1,375.76	\$3,133.69	
2 Hartford & Conn. Western R. R. Co., a.										
3 New Haven and Northampton Co., b.										
4 New London Northern R. R. Co.,						33.30			694.43	
5 New York, New Haven & H. R. R. Co.,			\$333,377.03	\$3,135.00	\$71,554.16	19,333.46	15,719.71	13,337.03	237,335.77	\$33,330.44
6 Norwich & Worcester R. R. Co., b.										
7 Ridgfield & New York R. R. Co., c.										
8 So. Manchester R. R. Co.,										
Total,			\$333,377.03	\$3,135.00	\$71,554.16	\$30,977.67	\$15,744.03	\$14,773.84	\$370,103.88	\$33,330.44

a Included in report of Central New England Ry. Co.

b Included in report of N. Y., N. H. & H. R. R. Co.

c Projected Road.

TABLE X. — MAINTENANCE OF EQUIPMENT — CONCLUDED.

Number.	RAILROADS.	118 Injuries to persons.	119 Stationery and printing.	120 Other expenses.	121 Maintaining joint equipment at terminals. Dr.	122 Maintaining joint equipment at terminals. Cr.	123 Total.	124 Per mile operated.	125 Per mile run.
1	Central New England Ry. Co.,.....	\$436.16	\$301.53	\$117.31	\$2,630.31	\$2,638.37	\$230,466.53	860.68	.191
2	Hartford & Conn. Western R. R. Co., <i>a</i>								
3	New Haven & Northampton Co., <i>b</i>								
4	New London Northern R. R. Co.,.....	48.56	429.23				32,787.49	338.52	.056
5	New York, New Haven & Hartford R. R. Co.,.....	8,847.14	1,513.53	203,014.51	1,728.43	2,575.39	5,906,266.06	2,891.60	.370
6	Norwich & Worcester R. R. Co., <i>b</i>								
7	Ridgefield & New York R. R. Co., <i>c</i>								
8	South Manchester R. R. Co.,.....								
	Total.....	\$9,334.86	\$3,849.37	\$303,131.82	\$4,558.73	\$6,714.16	\$6,197,323.06	\$17.17	.039
								2,518.92	.359

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.
c Projected Road.

TABLE XI.—TRAFFIC EXPENSES.

Number.	RAILROADS.	136	137	138	139	140	141	142	143	144
		Superintendence.	Outside agencies.	Advertising.	Traffic associations.	Fast freight lines.	Industrial and immigration bureaus.	Stationery and printing.	Other expenses.	Total.
1	Central New England Ry. Co.,	\$10,769.50		\$9,835.66	\$72.74			\$10,690.08		\$34,544.97
2	Hartford & Connecticut Western R. R. Co., <i>a</i> ,									
3	New Haven & Northampton Co., <i>b</i> ,									
4	New London Northern R. R. Co.,	5,594.08	\$7,799.17	2,890.01	288.11	\$8,364.90		2,199.80		29,842.01
5	New York, New Haven & Hartford R. R. Co.,	128,302.90	57,690.89	77,167.99	7,041.71			38,671.98	\$94.11	308,969.73
6	Norwich & Worcester R. R. Co., <i>b</i> ,									
7	Ridgedfield & New York R. R. Co., <i>c</i> ,									
8	South Manchester R. R. Co.,									
	Total,	\$149,693.38	\$95,389.96	\$89,593.65	\$7,949.56	\$8,364.90		\$46,481.51	\$94.11	\$360,286.41

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.
c Projected Road.

TABLE XII.—TRANSPORTATION EXPENSES.

Number.	RAILROADS.	135 Superintend- ence.	136 Dispatching trains.	137 Station employees.	138 Weighing & car service associations.	139 Coal and ore docks.	140 Station sup- plies and expenses.
1	Central New England Ry. Co.,.....	\$17,618.62	\$10,706.16	\$133,666.21	\$405.69	.....	\$8,378.89
2	Hartford and Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....
3	New Haven and Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	7,792.22	4,683.22	263,131.44	1.45	.....	8,850.71
5	N. Y., N. H. & H. R. R. Co.,.....	270,656.31	150,510.85	4,188,724.90	.....	.....	360,611.97
6	Norwich and Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
7	Ridgefield and New York R. R. Co., <i>c</i>.....	.....	.....	.....	.....	.....	.....
8	South Manchester R. R. Co.,.....	1,500.00	.....	2,380.15	.....	.....	.....
	Total,.....	\$297,567.15	\$165,855.23	\$4,607,902.70	\$407.14	.....	\$377,886.07

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.
c Projected Road.

TABLE XII.—TRANSPORTATION EXPENSES—CONTINUED.

Number	RAILROADS.	141	142	143	144 ^a	145	146
		Yardmasters and their clerks.	Yard conductors and brakemen.	Yard switch and signal tenders.	Yard supplies and expenses.	Yard engineermen.	Enginehouse expenses, yard.
1	Central New England Ry Co.,.....	\$22,260.85	\$42,486.18	\$3,595.52	\$954.86	\$19,980.53	\$3,586.66
2	Hartford & Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	6,037.05	6,800.49	.....	687.22	5,899.45	2,273.00
5	New York, New Haven & Hartford R. R. Co.,.....	850,892.34	868,487.04	199,051.96	21,869.59	478,288.57	118,828.04
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York R. R. Co., <i>c</i>.....	.....	.....	.....	.....	.....	.....
8	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	.....
	Total.....	\$378,710.24	\$912,323.71	\$202,647.48	\$33,011.67	\$504,168.55	\$119,187.70

^a Included in report of C. N. E. Ry. Co.^b " " N. Y., N. H. & H. R. R. Co.^c Projected Road.

TABLE XII.—TRANSPORTATION EXPENSES—(CONTINUED).

Number.	RAILROADS.	147	148	149	150	151	152	153	154	155	156
		Fuel for yard loco- motives.	Water for yard loco- motives.	Lubricants for yard locomotives.	Other supplies for yard loco- motives.	Motormen.	Road Enginemen.	Enginehouse ex- penses—road.	Fuel for road loco- motives.	Water for road lo- comotives.	Lubricants for road locomotives.
1	Central New England Ry. Co.,.....	\$ 34,370.56	1,692.06	684.44	616.38	.....	107,106.51	26,135.06	264,104.53	10,376.36	4,094.83
2	Hartford & Conn. Western R. R. Co., <i>a</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., ..	\$7,164.97	379.51	237.58	205.02	.....	41,724.97	11,512.31	140,555.94	3,565.06	1,134.86
5	N. Y., New Haven & Hartford R. R. Co.,.....	724,163.01	11,427.78	12,112.25	10,122.61	144,845.93	1,721,619.77	562,735.00	4,455,557.97	233,968.10	94,983.26
6	Norwich & Worcester R. R. Co., <i>b</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York R. R. Co., <i>c</i>,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	3,268.50	.....	.....	1,548.19	.....
	Total,	\$ 765,701.54	13,499.65	13,035.31	11,014.03	144,845.93	1,873,733.05	600,732.27	4,361,733.93	236,309.44	90,157.94

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.*c* Projected Road.

TABLE XII.—TRANSPORTATION EXPENSES—CONTINUED.

Number.	RAILROADS.	157	158	159	160	161	162	163	164	165	166	167	168
		Other supplies for road locomotives.	Operating power plants.	Purchas- ed power.	Road trainmen.	Train supplies and expenses.	Interlock- ers, block signals, operation.	Crossing flagmen and gatemen.	Draw- bridge operation.	Clearing wrecks.	Telegraph and telephone operation.	Operating floating equip- ment.	Express service.
1	Central New England,.....	3,899.61	.....	.....	123,557.48	14,343.66	2,956.28	9,702.35	.....	2,883.71	2,286.86	4,369.36	.....
2	Hartford & Conn. Western, ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northamp'n ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,636.52	.....	.....	47,267.42	8,293.91	85.06	3,641.76	75.24	782.22	2,486.26	.....	.....
5	N. Y., N. H. & H.,.....	72,443.81	266,431.63	176,393.36	2,264,468.83	663,830.86	600,691.00	371,337.60	61,164.97	37,611.19	116,656.96	624,950.21	.....
6	Norwich & Worcester, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York, ^c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester,.....	544.08	.....	.....	1,550.00	19.68	.....	.....	.....	.....	.....	.....	.....
	Total	76,073.02	236,431.63	176,393.36	2,455,948.16	666,373.10	603,782.36	384,671.71	61,240.31	41,377.22	121,380.09	629,310.57	.....

^a Included in report of C. N. E. Ry. Co.
^b " " " " " N. Y., N. H. & H. R. R. Co.
^c Projected Road.

TABLE XII.—TRANSPORTATION EXPENSES—CONCLUDED.

Number	RAILROADS.	169	170	171	172	173	174	175	176	177	178	179	180
		Stationery and printing.	Other expenses.	Loss and damage—freight.	Loss and damage—baggage.	Damage to property.	Damage to stock on right of way.	Injuries to persons.	Operating joint yards and terminals. Dr.	Operating joint tracks and facilities. Cr.	Operating joint tracks and facilities. Dr.	Operating joint tracks and facilities. Cr.	Total.
1	Central New England,.....	\$7,691.16	\$1,167.67	\$14,391.43		\$1.50	\$388.56	\$2,354.25	\$39,716.51	\$108,509.57	\$1,901.91	\$410.73	\$357,566.65
2	Hartford & Conn. West'n. ^a												
3	New Haven & No'hamp'n. ^b												
4	New London Northern,....	5,399.98		12,169.02	169.18	8,747.65	335.00	12,449.83	7,964.06	4,396.93			640,023.84
5	New York, N. H. & H.,....	239,845.43	11,673.73	435,343.07	4,573.78	163,877.39	912.43	502,173.31	731,577.30	40,123.13	199,073.61	3,161.96	23,491,376.16
6	Norwich & Worcester, b...												
7	Ridgedfield & New York, c.												
8	South Manchester,.....		418.83										11,347.43
	Total,.....	\$232,866.57	\$13,465.23	\$451,908.53	\$4,749.46	\$176,884.09	\$1,636.04	\$513,475.45	\$779,263.17	\$123,903.93	\$309,113.96	\$3,672.69	\$24,000,214.08

^a Included in report of C. N. E. Ry. Co.^b " " " " N. Y., N. H. & H. R. R. Co.^c Projected Road.

TABLE XIII. — GENERAL EXPENSES.

Number.	181	182	183	184	185	186	187	188	189	190	191	192	193
	Adminis- tration.	Salaries and expenses of general officers.	Salaries and expenses of clerks and attendants.	General office supplies and expenses.	Law expenses.	Insurance.	Relief depart- ment expenses.	Pensions.	Station- ery and printing.	Other expenses.	General adminis- tration joint tracks, yards, and grounds. Dr.	General adminis- tration joint tracks, yards, and grounds. Cr.	Total.
1 Central New England,.....	.....	\$3,783.87	\$18,163.39	\$704.35	\$2,530.31	\$4,703.88	.....	.....	\$3,766.26	\$3,080.25	.....	.....	\$35,753.61
2 Hartford & Conn., West. ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 New Haven & N'orham, ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 New London Northern,...	.....	5,345.16	11,789.32	537.56	3,237.09	4,134.18	.....	.....	1,537.78	430.99	.....	.....	27,053.08
5 N. Y., N. H. & H.,.....	.....	133,380.90	477,079.33	38,944.90	205,511.13	113,599.91	.....	102,592.36	37,458.83	60,160.08	\$13,300.18	.....	1,342,937.51
6 Norwich & Worcester, ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 Ridgedale & New York, ^c	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 South Manchester,.....	\$300.00	.....	.....	.....	.....	17.45	.....	.....	.....	46.94	.....	.....	664.39
Total,.....	\$300.00	\$128,513.93	\$504,931.94	\$40,338.51	\$311,338.43	\$132,457.92	.....	\$102,592.36	\$43,702.86	\$62,713.36	\$13,300.18	.....	\$1,303,427.59

^a Included in report of C. N. E. Ry. Co.^b " " " " N. Y., N. H. & H. R. Co.^c Projected Road.

TABLE XIV.—PASSENGER TRAFFIC.

Number.	194	195	196	197	198	199	200	201	202	203
	Number of passengers carried, carrying revenue.	Same per last report.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Total passenger train revenue.	Passenger service train revenue per mile of road.	Passen- ger service train revenue per train mile.
1 Central New England,.....	971,810	963,780	14,107,115	14.53	\$328,199.49	.38772	.02886	\$457,723.46	\$1,554.61	\$.70068
2 Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 New London Northern,.....	551,170	547,130	8,593,991	15.54	209,735.31	.38050	.02440	963,062.15	2,174.06	.80560
5 New York, New Haven & Hartford,.....	75,967,968	75,555,999	1,401,632,879	18.45	22,852,741.77	.30066	.01630	96,828,469.09	13,987.30	1.74738
6 Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 Ridgefield & New York, <i>c</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 South Manchester,.....	83,367	86,468	187,630	2.26	3,495.54	.04192	.01868	3,617.99	1,607.96	.29920
Total,.....	77,564,860	77,145,367	1,424,516,905	18.36	22,394,172.11	.30160	.01623	27,047,872.61	9,503.78	1.45661

a Included in report of C. N. E. Ry. Co.
b " " " " N. Y., N. H. & H. R. R. Co.
c Projected Road.

TABLE XV.—FREIGHT TRAFFIC.

Number.	RAILROADS.	204 Number of tons carried of freight earning revenue.	205 Same per last report.	206 Number of tons carried one mile.	207 Average distance haul of one ton. Miles.	208 Total freight revenue.	209 Average amount received for each ton of freight.	210 Average receipts per ton per mile.	211 Freight revenue per mile of road.	212 Freight revenue per train mile.
1	Central New England,.....	3,790,061	2,595,943	178,749,704	47.16	\$3,063,067.19	\$.54143	\$.01148	\$6,999.63	\$3.85007
2	Hartford & Connecticut Western, ^a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,769,708	1,633,916	66,913,406	39.16	832,460.78	.46602	.01164	6,631.90	2.13320
5	New York, New Haven & Hartford,.....	19,968,972	18,851,844	1,872,419,433	93.77	26,593,998.57	1.33191	.01430	13,020.70	3.84633
6	Norwich & Worcester, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York, ^c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester,.....	56,049	66,659	126,110	2.25	12,906.42	.94509	.11036	6,180.30	4.17680
	Total,.....	26,574,068	26,151,263	2,190,207,643	85.90	\$29,464,408.06	\$1.15313	\$.01309	\$11,976.08	\$3.67339

^a Included in report of C. N. E. Ry. Co.
^b " " " N. Y. N. H., & H. R. R. Co.
^c Projected Road,

TABLE XVI.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	COAL.		WOOD.		217 Oil, Gallons.	218 Total tons fuel consumed.	219 Total miles run.	220 Average pounds of coal con- sumed per mile.
		218 Number of tons.	214 Average cost per ton.	215 Number of cords.	216 Average cost per cord.				
1	Central New England Ry. Co.,.....	120,943	\$2.67	276	\$2.87	.....	121,083	1,590,451	152.26
2	Hfd. & Conn. Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	58,845	2.88	198	1.77	.....	58,444	907,093	138.86
5	N. Y., N. H. & Hartford R. R. Co.,.....	1,685,783	2.99	.....	.....	77,613	1,886,170	39,750,641	118.85
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Ridgefield & New York R. R. Co., ^c.....	.....	.....	.....	.....	.....	.....	.....	.....
8	South Manchester R. R. Co.,.....	880	3.75	3	3.50	.....	382	15,840	47.98
	Total,.....	1,865,450	\$2.96	479	\$2.86	77,613	1,866,078	82,264,025	115.64

^a Included in report of C. N. E. Ry. Co.
^b Included in report of N. Y., N. H. & H. R. R. Co.,
^c Projected Road.

TABLE XVII. — MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	321 Passenger trains earning revenue.	322 Freight trains earning revenue.	323 Mixed trains earning revenue.	324 Special train- miles.	325 Total revenue mileage.	326 Mileage of non- revenue trains.	327 Total mileage of all trains.	328 Total per last report.	329 Employ- ees, including officers.	330 Same per last report.
1	Central New England Ry.,.....	591,059	658,090	61,915	1,387	1,812,351	71,496	1,883,847	1,178,532	1,518	1,231
2	Hartford & Connecticut Western, <i>a</i>										
3	New Haven & Northampton, <i>b</i>										
4	New London Northern,.....	326,543	376,347			702,890	2,924	705,814	674,089	677	637
5	New York, New Haven & Hartford, 14,908,138	6,757,577	157,240	48,142	31,871,083	898,816	23,769,398	24,230,716	81,551	31,785	
6	Norwich & Worcester, <i>b</i>										
7	Ridgefield & New York, <i>c</i>										
8	South Manchester,.....	12,510	3,880			15,840		15,840	17,288	20	18
	Total,.....	15,888,335	7,795,344	219,155	49,429	23,902,163	972,736	24,874,899	26,100,615	33,761	33,621

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.*c* Projected road.

TABLE XVIII.—EQUIPMENT

Number.	RAILROADS.	LOCOMOTIVES.				CARS.						CARS WITH TRAIN BRAKES.		CARS WITH AUTOMATIC COUPPLERS.	
		231	232	233	234	235	236	237	238	239	240	241	242	243	244
		Num- ber in service.	Num- ber leased.	Num- ber owned.	With train brake.	Pass- enger service.	Freight and other.	Num- ber leased.	Num- ber F owned.	Total cars in service.	In service per last report.	In pas- senger service.	In freight service.	In passenger service.	In freight service.
1	Central New England,.....	58	4	54	54	48	345	58	395	398	484	48	258	48	258
2	Hartford & Conn. Western, <i>a</i>														
3	New Haven & Northampton, <i>b</i>														
4	New London Northern,.....	13	5	8	13	21	73		94	94	116	21	21	21	89
5	New York, New Haven & Hfd., *1,228	159	1,069	1,069	1,069	2,437	35,397	1,845	36,489	37,894	38,215	2,437	84,184	2,437	84,184
6	Norwich & Worcester, <i>b</i>														
7	Ridgefield & New York, <i>c</i>														
8	South Manchester,.....	2		2	2	4			4	4	4	4		4	
	Total,.....	1,801	168	1,183	1,188	2,510	35,815	1,408	36,980	38,835	38,769	2,510	84,461	2,510	84,481

* 48 of this number, electric locomotives.

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.*c* Projected road.

TABLE XIX.

Number	RAILROADS.	STATIONS.			New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CONNECTION.	
		245 On main line and branches.	246 In Conn.	247 Average number of miles for each station in Conn.		249 At grade.	250 At grade per last report.
1	Central New England Ry. Co.,.....	112	85	2.18	175,150	e.....	e.....
2	Hartford & Conn. Western R. R. Co., a.....					65	66
3	New Haven & Northampton Co., b.....	38	18	3.69		83	85
4	New London Northern R. R. Co.,.....	43	25	2.24	68,015	53	53
5	New York, New Haven & Hartford R. R. Co.,.....	458	296	2.54	d1,815,368	648	677
6	Norwich & Worcester R. R. Co., b.....	32	23	2.31		87	86
7	Ridgefield & New York R. R. Co., c.....						
8	South Manchester R. R. Co.,.....	1	1	2.25	1,654	3	3
	Total,.....	684	398	2.55	2,060,187	894	925

a Included in report of Central New England Ry. Co.

b Included in report of N. Y. N. H. & H. R. R. Co.

c Included in Hartford & Conn. Western R. R.

d Projected road.

TABLE XX.—GENERAL PERCENTAGE

Number.	RAILROADS.	251 Gross earnings to capital and debt.	252 Net earnings to capital and debt.	253 Net earnings to gross earnings.	254 Operating expense to gross earnings.	255 Passenger revenue to gross earnings.	256 Freight revenue to gross earnings.
1	Central New England Ry. Co.,.....	11.77	00.43	36.79	63.20	13.97	81.10
2	Hartford & Conn. Western R. R. Co., ^a						
3	New Haven & Northampton Co., ^b						
4	New London Northern R. R. Co.,.....	36.28	08.10	22.33	77.66	24.13	73.61
5	New York, New Haven & Hartford R. R. Co.,...	14.03	04.92	33.61	66.39	42.05	48.93
6	Norwich & Worcester R. R. Co., ^b						
7	Ridgefield & New York R. R. Co., ^c						
8	South Manchester R. R. Co.,.....	26.86	Deficit.	Deficit.	106.00	19.43	79.35
	Total,.....	\$ 14.15	04.74	\$35.06	66.47	40.84	50.99

^aIncluded in report of C. N. E. Ry. Co.^bIncluded in report of N. Y., N. H. & H. R. R. Co.^cProjected road.^dThis computation is arrived at by taking the capital and debt of all companies except that of the Ridgefield & New York R. R. Co., which is not an operating company.^eThis computation is arrived at by not including the gross earnings of the So. Manchester R. R. Co., which company shows a deficit of \$1,167.19 in operation.

TABLE XXI—ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS.

Number.	GENERAL STATEMENT.							HIGHWAY CROSSINGS.		EMPLOYERS.						PAS-SENGERS.		THIR- PASSENGERS.		OTHERS.		
	Passengers.	Employees.	Trespassers.	Others.	Total.	Fatal.	Not fatal.	Fatal.	Not fatal.	Railing from trains or engines.	Coupling or uncoupling.	Overhead obstructions.	Other causes.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	
1	Central New England,	5	2	2	9	2	7			1			4	1	4			1	1			
2	Hartford & Conn. Western, a																					
3	New Haven & Northampton, b																					
4	New London Northern,	3	45	2	50	3	47			9		1	85	2	43		3	1	1			
5	N. Y., N. H. & H.,	49	349	138	536	140	418	7	9	24	10	11	304	47	302	2	47	83	55	8	14	
6	Norwich & Worcester, b																					
7	Ridgefield & New York, c																					
8	So. Manchester,																					
	Total,	53	399	142	94	617	472	7	11	84	10	12	343	50	349		2	50	85	57		

a Included in report of C. N. E. Ry. Co.

b Included in report of N. Y., N. H. & H. R. R. Co.

c Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1905.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line.....	\$3,907,968.88	\$3,907,968.88			
2	Central New England.....	6,600,000.00	6,600,000.00	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00
3	Colchester.....	25,000.00				
4	Danbury & Norwalk.....	600,000.00				
5	Hartford & Connecticut Western.....	2,714,000.00	2,714,000.00	2,965,500.00	2,965,800.00	2,965,800.00
6	Middletown, Meriden & Waterbury.....	100,000.00				
7	Naugatuck.....	2,000,000.00				
8	New England.....	25,000,000.00	25,000,000.00			
9	New Haven & Derby.....	447,000.00				
10	New Haven & Northampton.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
11	New London Northern.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
12	New York, New Haven & Hartford.....	80,000,000.00	88,857,100.00	121,878,100.00†	121,878,100.00	121,878,100.00
13	Norwich & Worcester.....	8,006,600.00	8,006,600.00	8,006,600.00	8,006,600.00	8,006,600.00
14	Ridgefield & New York, *.....	261,800.00	261,800.00	261,800.00	261,800.00	261,800.00
15	Rockville.....	108,750.00				
16	South Manchester.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
	Total.....	\$128,771,118.88	\$128,847,468.88	\$165,662,000.00	\$140,662,800.00	\$140,662,800.00

* Projected road. † \$23,435,926.80 of this amount is apportioned to steam railroads, and balance, viz.: \$69,449,173.20, to other properties.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1905.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line,	\$500,000.00	\$3,777,000.00	.....	.....	.....
2	Central New England,	8,310,000.00	8,500,000.00	\$10,730,500.00	\$10,730,500.00	\$10,514,500.00
3	Colchester,	25,000.00	.....	.....	.....	.....
4	Danbury & Norwalk,	650,000.00	.....	.....	.....	.....
5	Hartford & Connecticut Western,	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
6	Naugatuck,	2,394,000.00	.....	.....	.....	.....
7	New England,	19,000,000.00	19,000,000.00	17,500,000.00	.....	.....
8	New Haven & Derby,	1,230,000.00	.....	.....	.....	.....
9	New Haven & Northampton,	2,600,000.00	2,600,000.00	3,980,000.00	3,983,000.00	3,109,000.00
10	New London Northern,	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
11	New York, New Haven & Hartford,	12,004,000.00	20,047,000.00	177,188,700.00	230,544,750.00	234,859,875.00
12	Norwich & Worcester,	1,300,000.00	1,300,000.00	1,300,000.00	1,200,000.00	1,200,000.00
13	Ridgefield & New York, * .....	.....	.....	.....	.....	.....
	Total,	\$50,363,000.00	\$57,324,000.00	\$213,677,300.00	\$243,668,250.00	\$251,868,875.00

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FLOATING DEBT.				
		1905.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line.....	\$491.56	\$2,509,141.06	.....	.....	.....
2	Central New England.....	191,194.95	326,879.23	\$1,275,267.50	\$2,153,419.86	\$2,429,596.35
3	Danbury & Norwalk.....	680,894.77	.....	.....	.....	.....
4	Hartford & Connecticut Western.....	446,635.56	463,398.46	212,898.46	327,811.70	237,699.20
5	Naugatuck.....	8,449.75	.....	.....	.....	.....
6	New England.....	180.00	592,678.53	1,939,979.24	.....	.....
7	New Haven & Northampton.....	801,993.15	682,968.95	26,750.00	17.50	24,105.63
8	New London Northern.....	16,650.48	11,545.48	4,243.81	4,858.80	4,457.14
9	New York, New Haven & Hartford.....	27,609,088.52	26,509,548.10	17,068,649.82	11,116,815.87	14,847,904.82
10	Norwich & Worcester.....	63,758.00	63,876.00	68,926.00	68,612.42	68,877.00
11	Ridgefield & New York R. R. Co., <i>a</i>	.....	.....	.....	.....	.....
12	South Manchester.....	26,016.35	33,319.13	24,005.81	24,633.16	26,483.83
	Total.....	\$29,394,806.09	\$31,131,754.93	\$20,650,220.14	\$18,590,168.81	\$17,624,128.47

a Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1905.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line.....	\$4,870,188.40	\$5,820,429.49	.....	.....	.....
2	Central New England.....	14,686,510.19	15,032,733.49	\$19,035,519.10	\$19,638,534.30	\$19,820,270.35
3	Colchester.....	50,000.00	.....	.....	.....	.....
4	Danbury & Norwalk.....	2,080,187.49	.....	.....	.....	.....
5	Hartford & Connecticut Western.....	3,727,109.31	3,706,528.71	8,706,528.71	8,706,034.45	8,706,084.45
6	Middletown, Meriden & Waterbury.....	100,000.00	.....	.....	.....	.....
7	Naugatuck.....	4,768,843.84	.....	.....	.....	.....
8	New England.....	40,827,707.87	40,828,764.75	44,622,674.34	.....	.....
9	New Haven & Derby.....	2,057,271.20	.....	.....	.....	.....
10	New Haven & Northampton.....	6,617,910.99	6,408,149.83	7,165,810.97	7,129,436.17	7,917,615.88
11	New London Northern.....	3,468,049.91	8,468,049.91	8,468,049.91	8,468,049.91	8,468,049.91
12	New York, New Haven & Hartford.....	129,608,906.53	151,943,071.30	258,268,630.89	293,030,195.40	295,817,190.81
13	Norwich & Worcester.....	4,838,567.18	4,658,816.51	4,661,923.59	4,658,816.51	4,658,816.51
14	Ridgefield & New York,*	283,810.16	283,810.16	283,810.16	283,810.16	283,810.16
15	Rockville.....	170,106.65	.....	.....	.....	.....
16	South Manchester.....	128,523.06	125,641.88	126,072.17	128,190.52	125,190.52
	Total.....	\$217,978,127.77	\$231,720,985.02	\$336,339,019.84	\$330,978,067.43	\$335,247,178.54

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number	RAILROADS.	TOTAL GROSS EARNINGS.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England.....	\$979,439.43	\$1,379,449.81	\$3,153,366.54	\$3,108,788.96	\$2,530,213.49
2	New England,*.....					
3	New Haven & Northampton,*.....					
4	New London Northern.....	1,090,083.47	1,128,091.23	1,086,877.09	997,956.78	1,090,174.18
5	New York, New Haven & Hartford.....	49,981,947.77	52,984,323.86	55,601,986.32	53,050,147.26	54,947,690.97
6	Norwich & Worcester,*.....					
7	Ridgefield & New York,*.....					
8	South Manchester,*.....	16,432.83	18,655.13	17,049.80	18,555.95	17,523.81
	Total.....	\$52,037,903.49	\$55,810,518.53	\$58,859,229.75	\$56,175,446.95	\$57,985,541.90

* Included in N. Y., N. H. & H. R. R. Co.

† Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England,.....	\$958,635.30	\$1,508,540.80	\$2,584,413.46	\$1,705,169.75	\$1,599,183.42
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	948,551.49	1,017,375.59	1,007,896.59	876,857.89	846,778.27
5	New York, New Haven & Hartford,.....	35,833,022.61	35,223,536.53	37,850,081.71	38,218,557.85	36,080,806.54
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	Ridgefield & New York,†.....	.....	.....	.....	.....	.....
8	South Manchester,.....	16,790.41	14,443.65	17,088.28	19,014.90	18,640.10
	Total,.....	\$37,746,999.81	\$37,762,946.57	\$41,458,980.04	\$40,814,599.39	\$38,544,908.83

*Included in N. Y., N. H. & H. R. R. Co.

†Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	REVENUE FROM PASSENGERS.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England,.....	\$210,900.27	\$278,932.70	\$305,236.59	\$331,320.49	\$338,199.49
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London & Northern,.....	193,084.47	191,896.68	204,660.59	217,187.17	209,785.81
5	New York, New Haven & Hartford,.....	20,008,579.78	21,128,927.90	22,368,434.51	23,008,115.98	23,852,741.77
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	Ridgefield & New York,†.....	.....	.....	.....	.....	.....
8	South Manchester,.....	4,872.64	4,898.80	4,247.65	8,765.93	3,495.54
	Total,.....	\$20,415,987.16†	\$21,599,185.98	\$23,767,579.34	\$23,555,389.51	\$23,894,172.11

* Included in N. Y., N. H. & H. R. R. Co.

† Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	REVENUE FROM FREIGHT.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England,.....	\$685,611.15	\$1,292,453.76	\$1,727,607.75	\$1,629,405.59	\$2,052,067.19
2	New England,*.....					
3	New Haven & Northampton,*.....					
4	New London Northern,.....	821,945.27	868,127.68	798,877.68	702,838.49	802,460.78
5	New York, New Haven & Hartford,.....	24,588,806.72	26,576,596.20	27,687,484.56	25,381,484.86	26,596,969.67
6	Norwich & Worcester,*.....					
7	Ridgefield & New York,|.....					
8	South Manchester,.....	11,972.48	14,185.50	12,679.80	14,666.68	18,906.43
	Total,.....	\$26,052,854.62	\$28,751,315.14	\$30,226,649.29	\$27,627,840.61	\$29,464,408.06

* Included in N. Y., N. H. & H. R. R. Co.

| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England,	496,064	721,893	742,025	953,760	971,810
2	New England,*					
3	New Haven & Northern,*					
4	New London Northern,	483,774	494,616	513,021	547,120	551,170
5	New York, New Haven & Hartford,	63,323,475	69,219,147	75,333,816	75,555,969	75,937,983
6	Norwich & Worcester,*					
7	Ridgefield & New York,| .....					
8	South Manchester,	99,836	101,115	98,976	88,488	88,887
	Total,	64,408,149	70,536,271	76,687,838	77,145,837	77,564,350

* Included in N. Y., N. H. & H. R. R. Co.

| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England.....	1,055,926	1,932,427	2,707,186	2,595,843	8,790,061
2	New England,*.....					
3	New Haven & Northampton,*.....					
4	New London Northern.....	1,833,393	1,396,394	1,775,596	1,836,916	1,759,706
5	New York, New Haven & Hartford.....	18,831,837	20,239,296	21,870,230	18,851,844	19,968,372
6	Norwich & Worcester,*.....					
7	Ridgefield & New York,|.....					
8	South Manchester.....	47,766	56,686	50,255	66,659	56,049
	Total.....	20,748,402	23,554,653	25,908,267	23,151,232	25,574,068

* Included in N. Y., N. H. & H. R. R. Co. | Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1905.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line,.....	\$119,940.00	\$119,940.00			
2	Central New England,.....					
3	Danbury & Norwalk,.....	80,000.00				
4	Hartford & Connecticut Western,.....	54,280.00	54,280.00	\$56,798.00	\$59,322.50	\$59,316.00
5	Naugatuck,.....	200,000.00				
6	New England,.....	150,000.00	150,000.00	150,000.00		
7	New Haven & Derby,.....	17,880.00				
8	New Haven & Northampton,.....	98,400.00	98,400.00	98,400.00	118,652.00	98,400.00
9	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
10	New York, New Haven & Hartford,.....	6,400,000.00	6,467,092.00	7,469,428.00	8,279,048.00	7,898,843.00
11	Norwich & Worcester,.....	240,000.00	240,000.00	240,000.00	240,000.00	240,000.00
12	Ridgefield & New York,.....					
13	South Manchester,.....					
	Total,.....	\$7,445,500.00	\$7,264,712.00	\$8,149,696.00	\$8,837,020.50	\$8,416,558.00

1 Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

RAILROADS.		AMOUNT PAID FOR INTEREST.				
Number.		1905.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line,	\$25,000.00	\$7,988.85			
2	Central New England,	53,000.00	57,750.00	\$62,500.00	\$78,250.00	\$78,250.00
3	Colchester,	1,750.00				
4	Danbury & Norwalk,	33,500.00				
5	Hartford & Connecticut Western,	31,500.00	31,500.00	31,500.00	31,500.00	31,500.00
6	Naugatuck,	76,167.37				
7	New England,	848,063.17	885,000.00	775,000.00		
8	New Haven & Derby,	28,750.00	107,000.00	107,000.00	186,635.00	190,254.67
9	New Haven & Northampton,	142,000.00			68,120.00	68,120.00
10	New London Northern,	68,120.00	68,120.00	68,120.00	68,120.00	68,120.00
11	New York, New Haven & Hartford,	502,128.88	784,480.00	4,244,801.24	8,851,263.05	10,088,968.73
12	Norwich & Worcester,	48,000.00	48,000.00	48,000.00	48,000.00	48,000.00
13	Ridgefield & New York,					
14	South Manchester,					
	Total,	\$1,857,979.42	\$1,989,808.35	\$5,886,421.24	\$9,268,768.05	\$10,475,078.40

| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

[illegible]

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1908.	1909.	INCREASE.	DECREASE.
Capital stock issued,	\$140,662,800.00	\$140,662,800.00	.....	.....
Capital stock in Connecticut,	28,203,850.00	28,150,150.00	.....	\$53,200.00
Funded debt,	248,668,850.00	251,868,875.00	\$3,215,125.00	.....
Current liabilities,	13,590,168.81	17,624,123.47	4,033,954.66	.....
Total stock and debt,	402,920,718.81	410,169,798.47	7,249,079.66	.....
Permanent investments,	830,978,067.42	835,247,178.54	14,269,111.12	.....
Gross earnings,	56,175,446.96	57,965,541.90	1,810,094.96	.....
Operating expenses,	40,814,599.39	38,544,908.33	.....	2,269,691.06
Net earnings,	15,361,806.51	19,441,750.36	4,080,443.85	.....
Paid for taxes,	3,457,091.78	3,571,553.97	114,462.19	.....
Paid for interest,	9,263,768.05	10,475,078.40	1,211,310.35	.....
Paid for dividends,	8,897,020.50	8,416,558.00	.....	410,462.50
Income from passengers,	23,553,889.51	23,394,172.11	.....	161,217.40
Income from freight,	27,627,840.61	29,464,408.06	1,836,568.45	.....
Paid for maintenance of way and structure,	6,608,882.72	6,680,687.19	71,797.47	.....
Paid for maintenance of equipment,	7,370,243.45	6,197,223.06	.....	1,073,020.39
	Mileage, etc.	Mileage, etc.	Increase.	Decrease.
Total length of main line and branches,	2,418.85	2,414.22	.....	4.13
Total of same in Connecticut,	1,013.05	1,006.99	.....	6.06
Total length of sidings,	1,453.67	1,496.75	43.08	.....
Total of same in Connecticut,	561.28	600.57	39.34	.....
Total 3d, 3d, 4th, 5th and 6th tracks,	924.47	975.07	50.60	.....
Total of same in Connecticut,	379.21	387.54	8.33	.....
Run by passenger trains,	16,440,063	15,633,235	.....	601,838
Run by freight trains,	8,029,154	7,795,344	.....	233,810
Other trains,	1,681,396	1,341,320	.....	390,078
Total run by all trains,	26,100,615	24,774,899	.....	1,325,716
Passengers carried 1 mile,	1,422,406,190	1,424,516,605	2,110,415	.....
Freight carried 1 mile,	1,970,828,264	2,120,207,643	149,314,379	.....
Number of passengers carried,	77,145,337	77,564,350	419,013	.....
Number of tons of freight carried,	23,151,323	25,574,065	2,422,826	.....
Highway grade crossings in Connecticut,	926	894	.....	31
Number of men employed,	33,631	33,751	140	.....
Number of engines in service,	1,311	1,301	.....	10
Number of passenger cars,	2,430	2,510	80	.....
Number of freight and other cars,	31,339	35,515	4,476	.....
Passengers injured — fatal,	6	2	.....	4
Passengers injured — not fatal,	99	50	.....	39
Employees injured — fatal,	51	50	.....	1
Employees injured — not fatal,	427	349	.....	78
Trespassers injured — fatal,	93	85	.....	8
Trespassers injured — not fatal,	44	57	13	.....
Others injured — fatal,	4	8	4	.....
Others injured — not fatal,	23	16	.....	6
Injured at grade crossings — fatal,	7	7	.....	.....
Injured at grade crossings — not fatal,	15	11	.....	4



STREET RAILWAY TABLES.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England,	496,064	731,398	742,025	958,760	971,810
2	New England, *					
3	New Haven & Northampton, *					
4	New London Northern,	488,774	494,616	518,021	547,120	551,170
5	New York, New Haven & Hartford, ..	68,328,475	69,219,147	75,838,816	75,555,969	75,987,988
6	Norwich & Worcester, *					
7	Ridgefield & New York, |					
8	South Manchester,	99,836	101,115	98,976	88,488	88,387
	Total,	64,408,149	70,536,271	76,637,838	77,145,837	77,564,350

* Included in N. Y., N. H. & H. R. R. Co. | Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Tons of Freight Carried.				
		1905.	1906.	1907.	1908.	1909.
1	Central New England,.....	1,055,926	1,932,427	2,707,186	2,595,843	3,790,061
2	New England,*.....					
3	New Haven & Northampton,*.....					
4	New London Northern,.....	1,823,398	1,896,394	1,775,596	1,636,916	1,759,706
5	New York, New Haven & Hartford,.....	18,231,327	20,259,296	21,370,280	18,851,844	19,968,272
6	Norwich & Worcester,*.....					
7	Ridgefield & New York,|.....					
8	South Manchester,.....	47,756	56,636	50,255	66,659	56,049
	Total,.....	20,748,402	23,554,653	25,908,267	23,151,262	25,574,088

* Included in N. Y., N. H. & H. R. R. Co. | Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1905.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line,.....	\$119,940.00	\$119,940.00			
2	Central New England,.....					
3	Danbury & Norwalk,.....	80,000.00				
4	Hartford & Connecticut Western,....	54,280.00	54,280.00	\$56,798.00	\$59,832.50	\$59,816.00
5	Naugatuck,.....	200,000.00				
6	New England,.....	150,000.00	150,000.00	150,000.00		
7	New Haven & Derby,.....	17,880.00				
8	New Haven & Northampton,.....	98,400.00	98,400.00	98,400.00	118,652.00	98,400.00
9	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
10	New York, New Haven & Hartford,....	6,400,000.00	6,487,092.00	7,469,428.00	8,279,048.00	7,888,842.00
11	Norwich & Worcester,.....	240,000.00	240,000.00	240,000.00	240,000.00	240,000.00
12	Ridgfield & New York,.....					
13	South Manchester,.....					
18						
	Total,.....	\$7,445,500.00	\$7,264,712.00	\$8,149,696.00	\$8,827,020.50	\$8,416,558.00

1 Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1906.	1906.	1907.	1908.	1909.
1	Boston & New York Air Line,.....	\$25,000.00	\$7,933.35	.....	.....	.....
2	Central New England,.....	53,000.00	57,750.00	\$62,500.00	\$78,250.00	\$78,250.00
3	Colchester,.....	1,750.00	.....	.....	.....	.....
4	Danbury & Norwalk,.....	33,500.00	.....	.....	.....	.....
5	Hartford & Connecticut Western,...	31,500.00	31,500.00	31,500.00	31,500.00	31,500.00
6	Naugatuck,.....	76,167.37	.....	.....	.....	.....
7	New England,.....	848,063.17	885,000.00	775,000.00	.....	.....
8	New Haven & Derby,.....	28,750.00	107,000.00	107,000.00	186,635.00	190,254.67
9	New Haven & Northampton,.....	142,000.00	.....	.....	68,120.00	68,120.00
10	New London Northern,.....	68,120.00	68,120.00	68,120.00	8,851,263.05	10,059,953.73
11	New York, New Haven & Hartford,...	502,128.88	784,490.00	4,244,801.24	48,000.00	48,000.00
12	Norwich & Worcester,.....	48,000.00	48,000.00	48,000.00	.....	.....
13	Ridgefield & New York, |.....	.....	.....	.....	.....	.....
14	South Manchester,.....	.....	.....	.....	.....	.....
	Total,.....	\$1,857,979.42	\$1,989,803.35	\$5,336,421.24	\$9,268,768.05	\$10,475,078.40

| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	ACCIDENTS TO PASSENGERS IN CONNECTICUT.									
		1905.		1906.		1907.		1908.		1909.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Boston & New York Air Line, *										
2	Central New England,		5		3		5		5		
3	Colchester, *										
4	Danbury & Norwalk, *										
5	Hartford & Connecticut Western, †										
6	Middletown, Meriden & Waterbury, *										
7	Naugatuck, *										
8	New England, *										
9	New Haven & Derby, *										
10	New Haven & Northampton, *										
11	New London Northern,	17			4		4	1	13		8
12	New York New Haven & Hartford,	14		2	17	2	64	5	73	2	47
13	Norwich & Worcester, *										
14	Ridgefield & New York, †										
15	South Manchester,										
	Total,		86	2	24	2	73	6	89	2	50

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

| Projected road.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1908.	1909.	INCREASE.	DECREASE.
Capital stock issued,	\$140,662,800.00	\$140,662,800.00	.....	.....
Capital stock in Connecticut,	28,203,850.00	28,150,160.00	.....	\$53,800.00
Funded debt,	248,668,850.00	251,883,875.00	\$3,215,125.00	.....
Current liabilities,	13,590,168.81	17,624,123.47	4,033,954.66	.....
Total stock and debt,	402,920,718.81	410,169,798.47	7,249,079.66	.....
Permanent investments,	320,978,067.42	335,247,178.54	14,269,111.12	.....
Gross earnings,	56,175,446.95	57,935,541.80	1,810,094.85	.....
Operating expenses,	40,814,599.89	38,544,908.83	.....	2,269,691.06
Net earnings,	15,361,806.51	19,441,750.86	4,080,443.85	.....
Paid for taxes,	2,457,091.78	3,571,553.97	1,114,462.19	.....
Paid for interest,	9,263,768.05	10,475,078.40	1,211,810.35	.....
Paid for dividends,	8,897,020.60	8,416,558.00	.....	410,462.50
Income from passengers,	22,555,889.51	23,394,172.11	.....	161,217.40
Income from freight,	27,637,840.61	29,464,408.06	1,826,568.45	.....
Paid for maintenance of way and structure,	6,609,559.73	6,680,687.19	71,797.47	.....
Paid for maintenance of equipment,	7,370,243.45	6,197,223.06	.....	1,073,020.39
	Mileage, etc.	Mileage, etc.	Increase.	Decrease.
Total length of main line and branches,	2,418.35	2,414.22	.....	4.13
Total of same in Connecticut,	1,013.05	1,006.99	.....	6.06
Total length of sidings,	1,453.67	1,496.75	43.08	.....
Total of same in Connecticut,	561.28	600.57	39.34	.....
Total 3d, 3d, 4th, 5th and 6th tracks,	924.47	975.07	50.60	.....
Total of same in Connecticut,	379.21	387.54	8.33	.....
Run by passenger trains,	16,440,063	15,633,235	.....	601,828
Run by freight trains,	8,029,154	7,795,244	.....	233,810
Other trains,	1,631,896	1,341,320	.....	290,078
Total run by all trains,	26,100,615	24,874,899	.....	1,225,716
Passengers carried 1 mile,	1,422,406,190	1,424,516,608	2,110,415	.....
Freight carried 1 mile,	1,970,898,864	2,120,207,643	149,314,779	.....
Number of passengers carried,	77,145,387	77,564,350	419,013	.....
Number of tons of freight carried,	23,151,363	26,574,085	3,422,822	.....
Highway grade crossings in Connecticut,	926	894	.....	31
Number of men employed,	33,631	33,761	140	.....
Number of engines in service,	1,311	1,301	.....	10
Number of passenger cars,	2,430	2,510	80	.....
Number of freight and other cars,	31,339	35,815	4,476	.....
Passengers injured — fatal,	6	2	.....	4
Passengers injured — not fatal,	59	50	.....	39
Employees injured — fatal,	51	50	.....	1
Employees injured — not fatal,	497	349	.....	78
Trespassers injured — fatal,	93	85	.....	8
Trespassers injured — not fatal,	44	57	13	.....
Others injured — fatal,	4	8	4	.....
Others injured — not fatal,	22	16	.....	6
Injured at grade crossings — fatal,	7	7	.....	.....
Injured at grade crossings — not fatal,	15	11	.....	4



STREET RAILWAY TABLES.

TABLE No. 1 — CONSOLIDED.

Number.	STREET RAILWAYS.	From —	To —	Length of road	Length of main track (owned).	Length of second main track (owned).	Total length of main tracks (owned).	Length of sidings and turnouts (owned).	Length of sidings and turnouts (owned).	Total computed as single track (owned).	Operated under trackage rights.	Main track operated under lease or agreement.	Total main track operated.	Length of sidings and turnouts operated under lease or agreement.	Total computed as single tracks.
11	So. Man. Light, Power & Tram. Co.,	So. Manchester	Manchester,	702	3,960	3,960	7,920	27.3 0	2,108	27,428					
12	West Shore Railway Co.,	Savin Rock	Woodmont,	494.069	92.403	92.403	184.816	4 1	681.820	1,837.791					
13	N. Y., N. H. & H. R. Co.,														
	Total,			763.064	157,490	157,490	314,980	31.7 1	40,299	355,279	12,681	743,214	692,074	98,232	693,087

a Operated by The Connecticut Co.

b Operated by The Connecticut Co.—510.611 miles.

c This total is arrived at as follows:

Operated by The Connecticut Co.	510.611
Leased to The New York & Stamford Railway Co.—5.890 miles.	
<i>c</i> This total is arrived at as follows:	
Road owned.	911.483
Less Conn. Ry. & Lighting Co., operated by Conn. Co.,	520.591
Less So. Man. Lt. P. & Tram. Co., operated by Conn. Co.,	762
Less West Shore Ry. Co., operated by Conn. Co.,	7,320
Less N. Y., N. H. & H. R. Co., operated by Conn. Co.,	516.471—745.144
Operated by owning companies,	168,379
Operated on trackage rights,	12,851
Operated under lease or agreement,	743,214
Total main tracks operated,	922,074

d This total is arrived at as follows:

Sidings and turnouts owned.	
Less Conn. Ry. & Lighting Co.,	6,943
Less So. Man. Lt. P. & Tram. Co.,	1,024
Less West Shore Ry. Co.,	1,109
Less N. Y., N. H. & H. R. Co.,	21,830—23,438
Operated by owning companies,	11,791
Operated under lease or agreement,	23,232
Total sidings and turnouts operated,	40,018
Main tracks operated,	922,074
Total operated, computed as single tracks,	962,087

TABLE No. 2.

	1	2	3	4	5	6	7	8	9	10	11	12	13
STREET RAILWAYS.	Capital stock out-standing.	Bonds out-standing.	Floating indebtedness.	Total stock, bonds, and floating debt.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Cost of construction.	Cost of equipment.	Total cost of construction and equipment.	Cost of construction and equipment per mile of road owned.	Gross earnings from operation.	Operating expenses.	Operating expenses per cent. of gross earnings.
1Bristol & Plain. Tram. Co., ^b	\$375,000	\$350,000	\$23,500.00	\$757,500.00	\$330,123.95	\$27,182.86	\$300,266.23	\$465,501.89	\$755,468.11	\$358,673.59	\$54,999.91	\$53,795.56	63.33
2Conn. Ry. & Lg. Co., ^c	17,130,100	13,465,700	.....	30,595,800.00	577,610.15	561,043.74	31,278,800.15	.....	31,278,800.15	5141,785.44	.....	.....	.....
3The Connecticut Co.,	375,000	.....	.....	275,000.00	49,576.34	.....	319,582.90	.....	319,582.90	57,613.05	6,841,435.16	3,995,268.64	58.00
4Dan. & Bethel St. Ry. Co.,	330,000	300,000	109,418.04	739,418.04	21,289.33	19,958.75	481,336.49	273,868.80	755,207.29	50,243.31	119,697.70	87,313.51	73.94
5Farmington St. Ry. Co.,	157,500	80,000	35,104.13	282,604.13	20,042.42	8,181.83	189,022.08	97,550.41	286,572.46	26,087.21	68,734.92	83,769.20	76.78
6Groton & Ston. St. Ry. Co.,	600,000	375,000	29,000.00	1,004,000.00	30,372.05	18,932.53	856,638.64	150,066.96	1,015,695.62	51,414.61	108,711.78	85,042.66	50.61
7Hart. & Spr'gd St. Ry.,	785,000	961,000	46,000.00	1,792,000.00	17,463.64	21,379.31	1,804,024.30	478,989.86	1,780,994.16	39,021.66	188,973.88	126,061.08	66.70
8N. L. & E. L. St. Ry. Co.,	150,000	200,000	142,409.91	492,409.91	13,638.36	18,181.82	381,028.42	97,716.06	478,744.48	43,532.28	45,106.97	32,293.90	71.53
9North & Westerly Ry. Co.,	618,200	750,000	264,442.41	1,632,642.41	28,680.37	34,722.22	995,454.64	314,247.69	1,309,702.33	60,694.36	65,545.88	83,759.47	80.45
10Prov. & Danielson Ry. Co.,	1,000,000	600,000	19,652.35	1,619,652.35	38,298.86	22,997.32	1,062,268.90	557,390.45	1,619,668.35	62,060.04	87,202.60	61,408.19	92.35
11S. Man. Lk., P. & Tram., ^c	10,000	.....	53,575.23	63,575.23	13,123.36	.....	11,891.60	.....	11,891.60	15,514.00	.....	.....	.....
12West Shore Ry. Co., ^c	80,000	30,000	107,056.57	217,056.57	10,988.96	4,098.36	209,707.93	8,091.47	217,799.40	29,754.02	.....	.....	.....
Total,	\$21,430,800	17,061,700	839,753.64	39,322,258.64	\$65,140.41	\$52,723.68	\$7,389,944.38	\$3,450,112.61	\$9,780,066.94	\$120,573.68	\$7,610,418.75	\$4,509,036.21	59.26

^a Includes electric light plant.^b Includes electric light and gas plants.^c Operated by the Connecticut Company.^d Computation made by not including mileage of lines owned by N. Y. N. H. & H. R. R. Co., viz., 494.009, as this Company does not report amount of capital stock, bonds, etc.^e The mileage used in making this computation is 323,603, which does not include mileage owned by N. Y. N. H. & H. R. Co. (as this Company does not report amount of bonds), and 5,517 and .762 owned by the Conn. and So. Manchester Lk., Power and Tram. Companies respectively, the two latter Companies having no bonds.^f Mileage used in this computation is 339,915, which is that owned by the twelve Companies above named.

TABLE 3.

Number.	STREET RAILWAYS.	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		Net earnings.	Income from other sources.	Gross earnings per mile operated.	Operating ex-penses per mile operated.	Net earnings per mile operated.	Car earnings per car mile.	Miscellaneous earnings per car mile.	Gross earnings per car mile.	Operating ex-penses per car mile.	Net earnings per car mile.	Car earnings per car hour.	Miscellaneous earnings per car hour.	Gross earnings per car hour.	Operating ex-penses per car hour.	Net earnings per car hour.	Taxes paid State.	Interest paid.
1	Brist. & Plain. Tram. Co.,	\$31,204.86	32,157.36	6,401.43	4,177.97	2,423.46	.2234	.0043	.2206	.1434	.0382	1.78	0.03	1.31	1.14	0.67	5,955.16	17,366.25
2	Conn. Ry. & Lig. Co., <i>d</i>		1,394,682.75														183,696.40	611,437.00
3	The Connecticut Co.,	2,373,166.53	810,061.27	9,185.20	5,327.73	3,857.47	.2619	.0084	.2638	.1556	.1137	2.44	0.06	2.50	1.45	1.05	2,500.00	
4	Dan. & Bethel St. Ry. Co.,	32,884.19		7,953.38	5,803.89	3,154.49	.2351	.0091	.2442	.1732	.0960	2.11	0.08	2.19	1.60	0.59	4,694.30	17,383.03
5	Farmington St. Ry. Co.,	15,935.73		5,261.84	4,040.21	1,221.63	.3041	.0008	.3049	.2311	.0708	3.78	0.01	3.79	2.91	0.88	1,505.76	3,071.79
6	Groton & Ston. St. Ry. Co.,	53,699.12	374.37	2,504.51	2,736.26	2,718.25	.2415	.0019	.2434	.1333	.1202	2.99	0.02	3.01	1.33	1.49	7,909.62	30,617.73
7	Hfd. & Spring'd St. Ry.,	62,912.80		4,304.09	2,804.47	1,399.63	.2113	.0009	.2121	.1373	.0749	2.33	0.03	2.34	1.89	0.95	12,502.76	49,569.86
8	N. L. & E. L. St. Ry. Co.,	12,844.07		4,100.53	2,933.99	1,167.64	.2339	.0015	.2354	.1634	.0870	3.32	0.21	3.33	2.33	0.95	2,576.65	12,723.69
9	Nor. & Westerly Ry. Co.,	12,816.36		2,567.40	2,065.39	502.01	.2530		.2530	.2036	.0494	2.84		2.84	2.33	0.56	5,176.17	27,500.00
10	Prov. & Danielson Ry. Co.,	5,799.41	a 21,493.95	2,463.66	2,323.15	165.51	.1999	.0037	.1733	.7630	.0116	1.64	0.03	1.67	1.56	0.11	290.48	30,440.80
11	So. Man. L.L. P. & Tram., <i>d</i>		c 8,159.34														262.50	2,850.00
12	West Shore Ry. Co., <i>d</i>																1,004.00	1,500.00
	Total.	\$3,100,733.54	2,306,983.94	8,953.59	4,390.75	3,362.33	.2575	.0059	.2634	.1561	.1073	2.44	0.05	2.49	1.43	1.01	233,373.90	903,040.30

a \$21,493.00 of this amount stated to be "cash and coupons received without creating any liability against the company."

b Matured but not paid.

c \$700.00 of this amount was for rent of road, and balance, viz., \$7,459.34, from sale of electricity and gas.

d Operated by The Connecticut Company.

e Includes Electric Light Plant.

f Paid by N. Y., N. H. & H. R. Co.

TABLE No. 4.

STREET RAILWAYS.	81 Dividend paid.	82 Total car mileage.	83 Total car hours.	84 Fare passengers carried.	85 Fare passengers per mile run.	86 Fare passengers per car hour.	87 Fare passengers per mile of main track operated.	88 Average fare revenue per passenger.	89 Average fare all passengers (including transfer passengers).	40 Average number of employees during year.	41 ACCIDENTS.	
											Killed.	Injur'd.
1 Bristol & Plainville Tramway, . . .	\$22,500.00	374,337	46,796	1,709,990	4.56	36.54	133,803	.0495	.0446	75	.....	6
2 Connecticut Railway & Lighting Co., a	684,931.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 The Connecticut Co., . . .	.....	25,501,444	2,724,176	129,884,599	5.19	48.97	174,300	.0498	.0414	4,104	34	1,355
4 Danbury & Bethel Street Railway Co.,	13,800.00	490,065	54,451	2,331,398	4.73	43.63	154,434	.0496	.0879	75	.....	15
5 Farmington Street Railway Co., . . .	.....	225,397	15,132	435,151	2.07	25.77	33,815	.1533	.1533	37	1	5
6 Groton & Stonington Street Ry. Co., .	22,000.00	446,694	36,032	2,130,703	5.04	63.56	107,856	.0477	.0469	40	.....	44
7 Hartford & Springfield Street Ry. Co.,	.....	890,773	66,481	3,552,413	4.06	56.73	79,039	.0323	.0501	90	.....	7
8 New London & E. Lyme Street Ry. Co.,	.....	191,608	13,556	893,732	5.26	76.53	81,247	.0476	.0476	26	.....	.....
9 Norwich and Westerly Railway Co., .	.....	259,046	22,031	1,330,508	4.33	62.50	46,198	.0465	.0465	35	3	3
10 Providence & Danielson Railway Co.,	.....	502,355	33,059	1,268,181	3.30	35.91	36,703	.0475	.0470	63	1	3
11 So. Man. Lt., Power & Tram. Co., a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 West Shore Railway Co., a . . .	4,000.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total,	\$746,231.50	26,832,338	3,044,794	143,338,515	5.08	48.25	155,504	.0497	.0421	4,535	39	1,437

a Operated by the Connecticut Co.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1908	1909	Increase.	Decrease.
Capital stock outstanding,	\$31,340,800.00	\$31,490,800.00	\$150,000.00	
Bonds outstanding,	17,052,700.00	17,061,700.00	9,000.00	
Floating indebtedness,	787,676.24	822,768.64	102,082.40	
Cost of construction and equipment, . .	29,977,963.86	29,790,056.94		\$187,906.92
Gross earnings,	7,318,240.78	7,610,418.75	292,177.97	
Operating expenses,	4,769,984.46	4,509,636.21		260,353.94
Net earnings,	2,548,251.32	3,100,782.54	552,531.21	
Dividends,	632,052.50	746,221.50	114,169.00	
Interest paid,	812,351.16	805,049.20		7,301.96
Taxes paid State,	229,987.12	228,273.50		1,713.62
	Miles.	Miles.	Increase.	Decrease.
Length of first and second main tracks owned exclusive of sidings,	896.087	911.422	15.335	
Length of first and second main tracks owned including sidings,	933.372	951.652	18.280	
Miles run,	29,024,838	28,882,338	142,500	
Fare passengers carried,	138,580,816	142,386,515	3,805,699	
Number of employees,	5,222	4,526		696
Number of persons injured fatally, . .	38	29		9
" " " " not fatally,	1,527	1,427		100

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Blasell,*	Sharon,	1858	
Moses B. Harvey,*	Stafford,	1858	
John Sewart,*	Chatham,	1858	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,*	Stonington,	1869	resigned.
Simeon Gallup,	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,*	Danbury,	1877	to fill vacancy.
John W. Bacon,*	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,*	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,*	Danbury,	1881	
William H. Hayward,*	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,*	Danbury,	1884	
William H. Hayward,*	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,*	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,*	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orasmus R. Fyler,*	Torrington,	1897	
Washington F. Willcox,*	Chester,	1897	
William O. Seymour,	Ridgefield,	1899	
Orasmus R. Fyler,*	Torrington,	1901	
Washington F. Willcox,*	Chester,	1901	
William O. Seymour,	Ridgefield,	1903	
Andrew F. Gates,	Hartford,	1905	
Orasmus R. Fyler,*	Torrington,	1905	
William O. Seymour,	Ridgefield,	1907	
E. J. Doolittle,	Meriden,	1909	to fill vacancy.

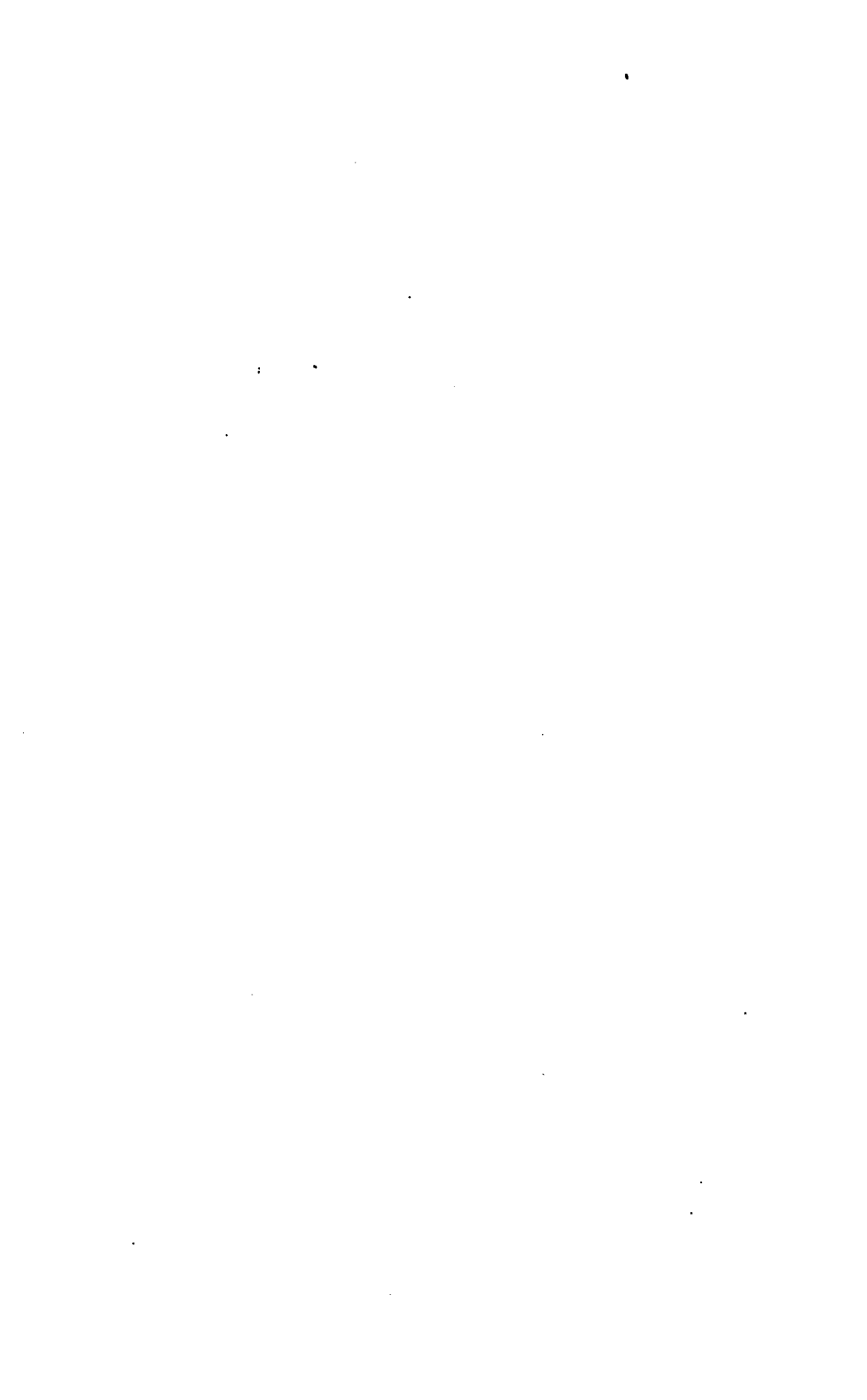
Clerk,.....HENRY F. BILLINGS,
HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

* Deceased.



RAILROAD RETURNS.



CENTRAL NEW ENGLAND RAILWAY CO.

History.

Exact name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what government, state or territory organized? If more than one, name all; give reference of each statute and all amendments thereof: General railroad laws of the State of New York.

If a consolidated company, name the constituent companies. Give reference to the charters of each, and all amendments of same:

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Under agreement dated June 7, 1907, the capital stock, franchises and property of the following constituent companies were merged with the Central New England Railway Company, effective June 25, 1907, upon the filing of the agreement in the office of the secretary of state of the State of New York and of the clerk of Dutchess County.

The Poughkeepsie Bridge Railroad Company, organized under the general railroad laws of the State of New York, June 5, 1888.

The Dutchess County Railroad Company, organized under the general railroad laws of the State of New York, April 19, 1890.

The Newburgh, Dutchess and Connecticut Railroad Company, successor to the Dutchess and Columbia Railroad, organized January 8, 1877.

The Poughkeepsie and Eastern Railway Company, successor to the New York and Massachusetts Railway Company, organized April 13, 1893.

Date and authority for each consolidation: July 22, 1889—August 1, 1892—June 25, 1907. Railroad laws of the State of New York.

Directors of the Company.

Name.	Post-office.	Date of expiration of term.
CHARLES S. MELLIN,	New Haven, Conn.	1st Wednesday in Nov.
J. PIERPONT MORGAN,	New York City.	" " "
GEORGE M. MILLER,	" "	" " "
GEORGE J. BRUSH,	New Haven, Conn.	" " "
EDWIN S. MILNER,	Moosup, Conn.	" " "
WILLIAM SKINNER,	Holyoke, Mass.	" " "
D. NEWTON BARNET,	Farmington, Conn.	" " "
WILLIAM ROCKEFELLER,	New York City.	" " "
*FRANK W. CHENEY,	So. Manchester, Conn.	" " "
H. MCKAY TWOMBLEY,	New York City.	" " "
JOHN H. WHITEMORE,	Naugatuck, Conn.	" " "

*Deceased.

Officers of the Company.

Title.	Name.	Official address.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	EDWIN MILNER,	Moosup, "
Vice-President,	HIRAM M. KOCHERSPERGER,	New Haven, "
Secretary,	JOHN G. PARKER,	" " "
Treasurer,	AUGUSTUS S. MAY,	" " "
Auditor,	ROBERT T. BIRD,	Hartford, "
General Manager,	LEVERETT S. MILLER,	" "
	(Until June 1, 1909.)	
Chief Engineer,	W. J. BACKES,	" "
General Superintendent,	O. M. LAING,	" "
General Freight Agent,	W. H. SEELEY,	" "
General Pass. Agent,	W. H. SEELEY,	" "

Officer to whom correspondence concerning this report should be addressed:
Robert T. Bird, auditor, Hartford, Conn.

Transportation Corporations Controlled by Respondent.

Name.	CONTROL.			
	Sole or joint.	How established.	Extent.	Direct or indirect.
Active Corporations :				
Hartford & Conn. Western R. R. Co.,	Sole	Right through title to majority of stock owned.	54% of stock	Direct

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: November 4, 1908.

Date of last closing of stock books before end of year for which this report is made: Not closed.

Total number of stockholders at that date: 270.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? If control was so held state:

The form of control, whether sole or joint: Right through title to securities owned.

The name of the controlling corporation or corporations: New York, New Haven and Hartford R. R. Co.

The manner in which control was established: Right through title to securities owned.

The extent of control: Majority of stock.

Whether control was direct or indirect: Direct (see note).

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1909? No.

NOTE—While a controlling interest in the capital stock and general mortgage bonds is owned by the New York, New Haven and Hartford R. R. Co., this company is not leased to or operated by that company. This company operates its own road.

Road Operated—Entire Line.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. Central New England Ry.,	A Campbell Hall	Slivernails	58.80	58.80
" " "	B Poughkeepsie	Hopewell	13.40	.....
" " "	B Dutchess Jct.	State Line	58.84	.....
" " "	B Poughkeepsie	Boston Corners	35.38	106.52
2. Hartford & Conn. Western,	Hartford	Rhinecliff	109.75	.....
" " "	Tariffville	Agawam Jct.	14.31	124.06
4. N. Y., N. H. & H. R. R.	Wicopsee Jct.	Flashkill Land'g	1.65	1.65
3. Boston & Albany (N. Y. C. and H. R. R. Co., Lessees.)	Agawam Jct.	Springfield	3.50	3.50
Total mileage operated,			.....	294.43

Road Jointly Owned or Road Jointly Leased.

None.

Outside Operations and Other Properties.

None.

Road Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise summary of provisions.
Hartford & Conn. Western R. R. Co.	124.96	Aug. 30, 1890	50 Years	Annual rental of 2% on the Capital Stock. All taxes, rates, charges, assessments and interest on the Bonds to be paid by the lessee.
New York, New Haven & Hartford R. R. Co.,	1.65	Sept. 15, 1905	On notice either party to the other	Annual rental of \$1,000.00 and all taxes and assessments.

Road Assigned to Another Carrier Through Lease or Other Agreement.

None.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.
Common, .	48,000	\$100	\$4,800,000.00	\$4,800,000.00	\$4,800,000.00
Preferred, .	37,500	100	3,750,000.00	3,750,000.00	3,750,000.00
Total, .	85,500	....	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00

	Total no. of shares outstanding.
*Issued for stock of Merged Lines — Common,	18,500
“ “ “ “ Preferred,	6,000
†Issued for Reorganization — Common,	84,500
“ “ “ “ Preferred,	31,500
Total,	85,500

Funded Debt.

Class of bond or obligation.	Term.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.
	Date of issue.	Date of maturity.			
First Mortgage	1899	1919	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00
First Mortgage Dutchess Co. R.R.	1890	1940	350,000.00	350,000.00	350,000.00
First Mortgage P. & E. Ry. . .	1894	1934	500,000.00	500,000.00	500,000.00
Income Bonds General	1899	1949	7,250,000.00	7,250,000.00	7,250,000.00
Income Bonds N. D. & C. R. R.	1877	1977	1,625,000.00	1,164,500.00	1,164,500.00
Total			\$10,975,000.00	\$10,514,500.00	\$10,514,500.00

* Issued in exchange for stock of the Poughkeepsie Bridge Railroad, Dutchess County Railroad, Newburgh, Dutchess & Connecticut Railroad, Poughkeepsie & Eastern Railway.

† Issued in exchange for stock of the Philadelphia, Reading & New England Railroad.

Funded Debt.—Continued.**INTEREST.**

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
5 per cent.	February and August, . . .	\$62,500.00	\$62,500.00
4½ " "	June and December, . . .	15,750.00	15,750.00
5 " "	May and November, . . .	25,000.00	.....
4 " "	.....	290,000.00	.....
6 " "	.....	69,870.00	.....
		\$463,120.00	\$78,250.00

Recapitulation of Funded Debt.

Class of debt.	Total par value outstanding.	Total par value not held by respondent corporation.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage Bonds, . .	\$2,100,000.00	\$2,100,000.00	\$108,250.00	\$78,250.00
Income Bonds, . .	8,414,500.00	8,414,500.00	859,870.00	.....
Total, . . .	\$10,514,500.00	\$10,514,500.00	\$468,120.00	\$78,250.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash,	\$1,149,000.00	\$1,178,500.00
Issued for Construction,	850,000.00	.....
Issued for Acquisition of Securities,	101,000.00	.....
Issued for Reorganization,	500,000.00	.....
Issued in Exchange for Bonds of Phila., Reading & N. E. R. R.,	7,250,000.00	.....
Issued in Exchange for 1st Mortgage Bonds of D. & C. R. R.,	1,164,500.00	.....
Total,	\$10,514,500.00	\$1,178,500.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 146), .	\$8,550,000.00	\$8,550,000.00	165.82	\$51,718.00
Funded Debt (p. 146), .	10,514,500.00	10,514,500.00	165.82	68,601.00
Total,	\$19,064,500.00	19,064,500.00	165.82	\$115,819 00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1909.	
Cash,	\$500,298.16	Loans and Bills Payable,	\$1,847,692.50
Bills Receivable,	750.00	Audited Vouchers and Accounts,	98,861.53
Due from Agents,	68,420.41	Wages and Salaries,	18,917.59
Due from Solvent Companies and Individuals,	200,491.17	Traffic Balances due to other Companies,	80,242.79
Traffic Balances due from other Companies,	163,716.46	Matured Interest Coupons Unpaid [including Coupons Due July 1],	362,500.00
Other Cash Assets [excluding "Materials and Supplies."¹] Prepaid Insurance,	2,973.78	Miscellaneous,	76,881.94
Total—Cash and Current Assets,	\$931,644.93	Total—Current Liabilities,	\$2,429,596.35
Balance—Current Liabilities,	1,497,951.42		
Total,	\$2,429,596.35	Total,	\$2,429,596.35

¹Materials and supplies on hand, \$173,661.47.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From	To	Miles.		
First Mortgage,	Silvernails,	Campbell Hall,	58.80	\$21,268	Road and Equipment, and 12,900 shares of the Hartford & Connecticut Western R. R. Co. Stock.
General Mortgage,	"	"	58.80	123,299	
First Mortgage, Dutchess Co. R. R.,	Poughkeepsie,	Hopewell,	12.40	28,236	Road & Equipment.
First Mortgage, P. & E. Ry.,	"	Boston Corners,	25.28	14,173	
Income Bonds, N. D. & C. R. R.,	Dutchess Jct.,	State Line,	58.84	19,791	" "

Expenditures for Additions and Betterments.

	Expenditures during year, charged to capital.
Right of way and station grounds,	\$30,653.36
Widening cuts and fills,	2,633.15
Bridges, trestles and culverts (deduction),	\$6,044.52
Increased weight of rail,	4,116.30
Additional main tracks,	100,568.68
Sidings and spur tracks,	8,405.94
Terminal yards,	43,953.73
Block and other signal apparatus,	52.59
Block and other signal apparatus,	11,261.61
Water and fuel stations,	8,929.70
Total—entire line,	\$204,530.54

Expenditures for Road.

Account.	Expenditures for new lines or extensions during year, charged to capital.	Expenditures for additions and betterments during year, charged to capital.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
I. Road:				
Engineering,	\$100.87	\$2,085.11		
Right of Way and Station Grounds,	2,500.00	34,786.14		
Grading,	2,412.76	102,508.70		
Bridges, Trestles, and Culverts,	1,540.47	5,475.98*		
Ties,	176.58	14,510.38		
Rails,	245.88	31,562.88		
Frogs and Switches,	131.50	660.25		
Track Fastenings and other Material,	119.84	3,654.16		
Track Laying and Surfacing,	790.80			
Interlocking and other Signal Apparatus,		52.59		
Station Buildings and Fixtures,		11,261.61		
Water Stations,		2,838.26		
Fuel Stations,		6,046.44		
Total,	\$8,018.10	\$204,530.54	\$17,086,753.11	\$17,349,301.76

* Deduction.

Memorandum.

The following items were charged to Additions and Betterments, Road (Construction), Equipment, etc.

Year ending June 30, 1909.

ADDITIONS AND BETTERMENTS:

Right of way and station grounds,	\$30,653.36
Widening cuts and fills,	2,633.15
Increased weight of rail,	4,116.30
Additional main tracks,	100,568.68
Sidings and spur tracks,	8,405.94
Terminal yards,	43,953.73
Block and other signal apparatus,	52.59
Station buildings and fixtures,	11,261.61
Water and fuel stations,	8,929.70
Bridges, trestles and culverts (de- duction),	\$6,044.52

\$204,530.54

Memorandum.—Continued.

ROAD (Construction):

Engineering,	\$100.87
Right of way and station grounds,	2,500.00
Grading,	2,412.76
Bridges, trestles and culverts,	1,540.47
Ties,	176.58
Rails,	245.88
Frogs and switches,	131.50
Track fastenings and other material,	119.84
Track laying and surfacing,	790.20

8,018.10

EQUIPMENT:

Deductions:

Depreciation,	\$26,486.80
Two (2) locomotives retired,	699.76
Thirty-nine (39) freight cars retired,	5,846.26
Two (2) Co. service retired,	187.37

\$33,220.19

Additions:

Fourteen (14) freight cars rebuilt,	3,933.60
	<u>\$29,286.50</u>

Net addition to property accounts for the year, \$183,262.14

Expenditures for Equipment, General Expenditures and Recapitulation.

Account.	Expenditures for new lines or extensions during year, charged to capital.	Expenditures for additions and betterments during year, charged to capital.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
II. Equipment,				
Steam Locomotives,	\$18,922.46			
Passenger-Train Cars,	3,197.31			
Freight-Train Cars,	5,003.60			
Work Equipment,	1,563.13			
Total,	<u>\$29,286.50</u>		<u>\$339,208.65</u>	<u>\$369,922.15</u>
Recapitulation.				
I. Road,	\$8,018.10	\$304,530.54	\$17,036,753.11	\$17,949,301.73
II. Equipment,	29,286.50		639,306.65	639,922.15
Total—Entire Line,	<u>\$21,368.40</u>	<u>\$304,530.54</u>	<u>\$17,695,961.76</u>	<u>\$17,879,223.90</u>
Cost of Road per Mile of Line,			\$108,053.19	\$104,339.87
Cost of Equipment per Mile of Line,			8,967.47	3,510.32
Total per Mile of Line,			<u>\$107,046.66</u>	<u>\$108,149.19</u>

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues, . . .	\$2,530,213.49	
Operating expenses, . . .	1,599,183.42	
Net operating revenue, . . .	\$931,030.07	
Net revenue, . . .	\$931,030.07	
Taxes accrued, . . .	77,016.95	
Operating income, . . .		\$854,013.12

OTHER INCOME:

Other Rents — Credits:		
Joint facilities, . . .	\$12,800.62	
Dividends declared on stocks owned or controlled, . . .	32,800.00	
Interest on other securities, loans and accounts, . . .	2,731.80	
Miscellaneous income, . . .	8,516.51	
Total other income, . . .		56,848.93
Gross corporate income, . . .		\$910,862.05

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads, . . .	\$91,816.00	
Other rents — debits:		
(a) Hire of equipment — balance, . . .	\$95,669.20	
(b) Joint facilities . . .	26,432.90	
(c) Miscellaneous rents, . . .	571.81	
	122,673.91	
Interest accrued on funded debt, . . .	463,120.00	
Other interest, . . .	113,187.04	
Total deductions from gross corporate income, . . .		790,796.95
Net corporate income, . . .		\$120,065.10
Balance for year carried forward to credit of profit and loss, . . .		\$120,065.10

Profit and Loss Account.

Debit.	Credit.
Balance June 30, 1908, . . .	Balance for year brought forward from Income Account, . . .
Deductions for Year, . . .	120,065.10
Balance Credit, June 30, 1909, carried to Balance Sheet— p. 162, . . .	Additions for Year, . . .
	9,846.87
	Balance Debit, June 30, 1909, carried to Balance Sheet— p. 162, . . .
	1,318,958.07
\$1,448,865.04	\$1,448,865.04

Operating Revenues.

		Total Revenues.
I. REVENUE FROM TRANSPORTATION:		
Freight revenue,	.	\$2,052,067.19
Passenger revenue,	.	328,199.49
Excess baggage revenue,	.	1,740.53
Parlor and chair car revenue,	.	19.00
Mail revenue,	.	16,121.43
Express revenue,	.	29,448.96
Milk revenue (on passenger trains),	.	80,752.93
Other passenger-train revenue,	.	1,441.14
Total passenger service train revenue,		\$457,723.48
Switching revenue,	.	11,747.55
Special service train revenue,	.	450.00
Total revenue from transportation,		\$2,521,988.22
II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:		
Station and train privileges,	.	\$811.01
Parcel-room receipts,	.	5.00
Storage — freight,	.	53.51
Storage — baggage,	.	87.95
Car service,	.	5,704.73
Rents of buildings and other property,	.	866.07
Miscellaneous,	.	697.00
Total revenue from operations other than transportation,		\$8,225.27
Total operating revenues — entire line,		\$2,530,213.49

Railway Stocks Owned.

I. ACTIVE CORPORATIONS.

Name of corporation and security.	Par value of stocks owned not held in sinking or other funds. Pledged.	DIVIDENDS DECLARED.		Valuation.
		Rate.	Amount.	
Hartford and Conn. Western R. R. Co.,	\$1,640,000.00	2	\$32,800.00	\$1,150,063.00
Total,	\$1,640,000.00	2	\$32,800.00	\$1,150,063.00

Railway Funded Debt Owned.

None.

Miscellaneous Stocks and Funded Debt Owned.**A. OTHER THAN RAILWAY STOCKS.**

None.

B. OTHER THAN RAILWAY FUNDED DEBT.

None.

Sinking, Redemption, Insurance and Other Special Funds.**A. INCOME AND DISBURSEMENTS DURING YEAR.**

None.

B. ASSETS ON JUNE 30, 1909.

None.

Operating Expense.

Account.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
Maintenance of Way and Structures :			
Superintendence,	\$22,279.60	5.22	1.84
Ballast,	7,480.43	1.74	.45
Ties,	72,855.19	17.08	4.38
Rails,	20,824.51	4.87	1.25
Other Track Material,	11,379.18	2.66	.68
Roadway and Track,	169,995.60	39.75	10.22
Removal of Snow, Sand and Ice,	8,405.80	.80	.20
Bridges, Trestles and Culverts,	56,974.70	13.32	3.48
Over and Under Grade Crossings,	3,399.07	.79	.20
Grade Crossings, Fences, Cattle Guards and Signs,	9,435.76	2.20	.57
Snow and Sand Fences and Snowsheds,	608.85	.14	.04
Signals and Interlocking Plants,	727.54	.17	.04
Telegraph and Telephone Lines,	2,181.61	.51	.18
Buildings, Fixtures and Grounds,	32,688.94	7.64	1.97
Roadway Tools and Supplies,	3,449.16	.81	.21
Injuries to Persons,	9,188.85	2.15	.55
Stationery and Printing,	850.50	.20	.05
<i>Total of Accounts,</i>	427,672.79	100.00	25.71
Maintenance of Equipment :			
Superintendence,	\$16,459.05	6.57	.99
Steam Locomotives—Repairs,	180,499.87	52.10	7.85
Steam Locomotives—Renewals,	*40.24	*.01	*.00
Steam Locomotives—Depreciation,	18,222.70	7.27	1.10
Passenger-Train Cars—Repairs,	18,216.15	7.27	1.09
Passenger-Train Cars—Depreciation,	3,197.81	1.28	.19
Freight-Train Cars—Repairs,	51,984.78	20.75	3.18
Freight-Train Cars—Renewals,	1,527.61	.61	.09
Freight-Train Cars—Depreciation,	3,691.08	1.47	.22
Work Equipment—Repairs,	1,705.91	.68	.10
Work Equipment—Renewals,	24.87	.01	.00
Work Equipment—Depreciation,	1,375.76	.55	.08
Shop Machinery and Tools,	2,152.69	.86	.13
Injuries to persons,	439.16	.18	.03
Stationery and Printing,	901.52	.36	.05
Other Expenses,	117.81	.05	.01
<i>Total of Accounts,</i>	\$250,474.48	100.00	15.06

* Deduction.

Operating Expenses.—Continued.

Account.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
Traffic Expenses:			
Superintendence,	\$10,756.90	43.82	.65
Advertising,	2,585.65	10.38	.15
Traffic Associations,	572.74	2.83	.04
Stationery and Printing,	10,680.08	43.52	.64
<i>Total of Accounts,</i>	\$24,544.67	100.00	1.48
Transportation Expenses:			
Superintendence,	\$17,618.62	1.90	1.06
Dispatching Trains,	10,706.16	1.16	.64
Station Employees,	158,666.21	16.61	9.24
Weighing and Car-Service Associations,	405.69	.04	.03
Station Supplies and Expenses,	8,873.89	.90	.50
Yardmasters and their Clerks,	22,260.85	2.41	1.84
Yard Conductors and Brakemen,	42,486.18	4.59	2.55
Yard Switch and Signal Tenders,	8,595.52	.39	.23
Yard Supplies and Expenses,	954.86	.10	.06
Yard Enginemen,	19,980.53	2.16	1.20
Enginehouse Expenses—Yard,	3,586.66	.39	.22
Fuel for Yard Locomotives,	34,370.56	3.72	2.07
Water for Yard Locomotives,	1,692.06	.18	.10
Lubricants for Yard Locomotives,	634.44	.07	.04
Other Supplies for Yard Locomotives,	616.39	.07	.04
Road Enginemen,	107,106.81	11.58	6.44
Enginehouse Expenses—Road,	26,185.06	2.83	1.57
Fuel for Road Locomotives,	264,104.53	28.56	15.88
Water for Road Locomotives,	10,876.96	1.12	.62
Lubricants for Road Locomotives,	4,094.82	.44	.25
Other Supplies for Road Locomotives,	3,399.61	.37	.20
Road Trainmen,	132,557.48	13.25	7.37
Train Supplies and Expenses,	14,243.65	1.54	.86
Interlockers, Block and Other Signals— Operation,	2,956.22	.32	.18
Crossing Flagmen and Gatemen,	9,703.35	1.05	.58
Clearing Wrecks,	2,888.71	.31	.17
Telegraph and Telephone—Operation,	2,286.88	.25	.14
Operating Floating Equipment,	4,869.36	.47	.26
Stationery and Printing,	7,691.16	.88	.46
Other Expenses,	1,167.67	.13	.07
Loss and Damage—Freight,	14,391.43	1.56	.87
Loss and Damage—Baggage,	1.50	.00	.00
Damage to Property,	2,209.05	.24	.13
Damage to Stock on Right of Way,	888.56	.04	.02
Injuries to Persons,	8,854.35	.42	.23
<i>Total of Accounts,</i>	\$924,868.53	100.00	55.60
General Expenses:			
Salaries and Expenses of General Officers,	\$3,782.87	10.59	.23
Salaries and Expenses of Clerks and Attendants,	18,163.29	50.83	1.09
General Office Supplies and Expenses,	704.85	1.97	.04

Operating Expenses.—Continued.

Account.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
General Expenses—Continued:			
Law Expenses,	2,580.21	7.08	.15
Insurance,	4,706.38	13.17	.28
Stationery and Printing,	8,766.26	10.54	.23
Other Expenses,	2,080.25	5.82	.18
Total of Accounts,	\$35,733.61	100.00	2.15
Total operating expenses,	\$1,668,394.08		

SUMMARY.

Account.	Item.	Amount.
Maintenance of Way and Structures:		
Total of Accounts,		\$427,672.79
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.,		7,596.91
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.,		*4,897.78
Total—Maintenance of Way and Structures,		\$430,371.97
Ratio to Total Operating Expenses (per cent),	26.94	
Maintenance of Equipment:		
Total of Accounts,		\$250,474.48
Maintaining Joint Equipment at Terminals—Dr.,		2,830.81
Maintaining Joint Equipment at Terminals—Cr.,		*2,838.27
Total—Maintenance of Equipment,		\$250,466.52
Ratio to Total Operating Expenses (per cent),	15.66	
Traffic Expenses:		
Total of Accounts,		\$24,544.67
Total—Traffic Expenses,		\$24,544.67
Ratio to Total Operating Expenses (per cent),	1.54	
Transportation Expenses:		
Total of Accounts,		\$924,868.53
Operating Joint Yards and Terminals—Dr.,		89,716.81
Operating Joint Yards and Terminals—Cr.,		*108,509.87
Operating Joint Tracks and Facilities—Dr.,		1,901.91
Operating Joint Tracks and Facilities—Cr.,		*410.73
Total—Transportation Expenses,		\$857,566.65
Ratio to Total Operating Expenses (per cent),	58.68	

* Deductions.

Operating Expenses.—Continued.**SUMMARY — Continued.**

Account.	Item.	Amount.
General Expenses :		
Total of Accounts, . . . . .	.....	\$35,733.61
Total—General Expenses, . . . . .	.....	\$35,733.61
Ratio to Total Operating Expenses (per cent),	2.23	.....
Total Operating Expenses,	100.00	\$1,599,183.42
Ratio of Total Operating Expenses to Operating Revenues (per cent),	63.20	.....

**Summary of Revenues and Expenses of Outside Operations and
Other Properties.**

None.

Rents Receivable.**1. FROM JOINT FACILITIES.**

Facility leased.	Location.	Name of lessee.	Amount.
Joint tracks :			
	Between Hopewell and Poughkeepsie, N. Y.,	New York, New Haven & Hartford R. R. Co.,	\$3,905.57
	Between Hopewell and Matteawan, N. Y.,	New York, New Haven & Hartford R. R. Co.,	2,255.70
	Between Campbell Hall and Hopewell Jct., N. Y.,	New York, Ontario & Western Ry. Co.,	21.74
	Between Hartford and Simsbury, Conn.,	New York, New Haven & Hartford R. R. Co.,	15.00
Joint Yards and Terminals :			
	Campbell Hall, Trans. (Maybrook, N. Y.),	Erie R. R. Co.,	4,566.41
	Campbell Hall, Trans. (Maybrook, N. Y.),	Lehigh & Hudson River Ry. Co.,	523.21
	Campbell Hall, Trans. (Maybrook, N. Y.),	New York, New Haven & Hartford R. R. Co.,	1,430.87
	Campbell Hall, Trans. (Maybrook, N. Y.),	New York, Ontario & Western Ry. Co.,	82.12
Total,			\$12,800.62

Rents Receivable.—Continued.**2. FROM LEASE OF ROAD.**

None.

3. MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

Source of income.	Gross income.	Expenses.	Net miscellaneous income.
Rents Received (Miscellaneous), . . .	\$5,118.67	.....	\$5,118.67
Rents Received (Dwellings), . . .	4,974.52	\$1,576.68	3,397.84
Total,	\$10,093.19	\$1,576.68	\$8,516.51

Rents Payable.**1. FOR JOINT FACILITIES.**

Facility leased.	Location.	Name of lessor.	Amount.
Joint Tracks :	Between Agawam Jct. and Springfield, Mass.	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. R. Co. Lessees),	\$11,250.00
Joint Yards and Terminals :	Springfield, Mass., .	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. R. Co. Lessees),	4,808.29
	Campbell Hall, N. Y.,	New York, Ontario & Western Ry. Co., .	852.84
	Winsted, Conn., . .	New York, New Haven & Hartford R. R. Co.	9,521.77
Total,			\$26,432.90

2. FOR LEASE OF ROAD.

Road leased.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Hartford & Conn. Western R. R. Co., Springfield Branch, New York, New Haven & Hartford R. R. Co., . . .	\$31,500.00	\$59,816.00	.....	\$90,816.00
	.....	.....	\$1,000.00	1,000.00
Total,	\$31,500.00	\$59,816.00	\$1,000.00	\$91,816.00

Rents Payable.—Continued.**3. MISCELLANEOUS RENTS.**

Description of property, miscellaneous; location, various; name of lessor, various; amount, \$571.81.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Hire of Equipment.**A. EQUIPMENT LEASED.**

None.

B. EQUIPMENT INTERCHANGED.

Kind of equipment.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive days.	Number locomotive miles.	Number car-days.	Number car-miles.	Rate.	Amount.
I. Accrued on equipment borrowed:						
Freight locomotives,	842	118			Various	\$4,008.61
Passenger-train cars,			561	323,899	Various	7,768.20
Freight train cars,			376,428		Various	96,363.96
Total,	842	118	376,989	323,899	.....	\$107,136.76
II. Accrued on equipment loaned:						
Passenger locomotives,	985				Various	\$331.61
Freight locomotives,	3,064				Various	1,994.22
Passenger-train cars,				196,534	Various	3,635.96
Freight-train cars,			31,787		Various	7,960.58
Work cars,			12		Various	97.50
Total,	3,049		31,799	196,534	.....	\$13,739.96

Mileage Paid on Private Cars for Year Ending June 30, 1909.

Name of Owner.		3c. Rate.	6/10c. Rate.	5/4c. Rate.	Amount.
Armour Car Lines,	Refrig.,			18,596	\$189.44
American Refrigerator Transit Co.,	Refrig.,			5,920	44.40
American Cotton Oil Co.,	Tank,			926	6.94
Arms Palace Horse Car Co.,	Horse,		490		2.94
American Steel and Wire Co.,	Com.,		240		1.44
Atlantic Seaboard Despatch,	Refrig.			160	1.20
Berwind-White Coal Mining Co.,	Coal,		11,207		67.25
Bessemer Coke Co.,	Coal,		278		1.67
Balto Co.,	Tank,			105	.80
Bells Gap,	Tank,		640		3.84
Cold Blast Transportation Co.,	Refrig.,			1,422	10.67
Chicago Refrigerator Car Co.,	Refrig.,			854	6.41
Cudahy Refrigerator Line,	Refrig.,			99,546	746.59
Complanter's Tank Line,	Tank,			1,860	10.20
Continental Refining Co.,	Tank,			80	.60
Colonial Tank Line,	Tank,			120	.90
Crystal Car Line,	Tank,			160	1.20
Cutting, Frank A.,	Com.,		880		5.28
Chicago, New York & Boston Refrigerator Co.,	Refrig.,			220	1.65
Dairy Shipper's Despatch,	Refrig.,			8,080	60.60
Dold, Jacob Packing Co.,	Refrig.,			2,120	15.90
Doud Stock Car Co.,	Horse,		214		1.28
E. Jersey R.R. & Term. Co.,	Tank,			10,180	76.35
Emery Manufacturing Co.,	Tank,			80	.60
Emery Manufacturing Co.,	Com.,		80		.48
Emulton Refining Co.,	Tank,			80	.60
Freedom Oil Works Co.,	Tank,			160	1.20
Fairmount Coal Co.,	Coal,		80		.48
Germania Refining Co.,	Tank,			860	2.70
German-American Car Lines,	Tank,			200	1.50
Gulf Refining Co.,	Tank,			240	1.80
Halstead & Co.,	Tank,			240	1.80
Hald, John H. & Co.,	Tank,			280	2.10
Heinz, H. J. Co.,	Refrig.,			440	3.30
Indian Refining Co.,	Tank,			772	5.79
Johnston Automatic Refrig. Co.,	Refrig.,			80	.60
Kingan Refrigerator Line,	Refrig.,			80	.60
Lemac Co.,	Tank,			160	1.20
Logan Coal Co.,	Coal,		560		3.36
Loyal Hanna Coal Co.,	Coal,		1,954		11.72
Montana Coal & Coke Co.,	Coal,		480		2.88
Morrisdale Coal Co.,	Coal,		1,081		6.18
Mather Horse Car Co.,	Horse,		120		.72
Missouri River Despatch,	Refrig.,			600	4.50
Milwaukee Refrigerator Trans. Co.,	Refrig.,			6,280	47.10
Morris & Co.,	Refrig.,			18,114	98.86
Merchant's Despatch Trans. Co.,	Refrig.,			12,844	92.57
National Car Line Co.,	Refrig.,			214	1.60
National Despatch Line,	Com.,		614		3.68
Carried forward,			18,868	1,855.73	\$1,504.97

Car Mileage—Continued.

Name of owner.		2c. Rate.	6/10c. Rate.	3/4c. Rate.	Amount.
<i>Brought forward,</i>			18,868	1,855.78	\$1,504.97
Produce Shippers Despatch,	Refrig.,			1,160	8.70
Puritan Coal Mining Co.,	Coal,		80		.48
Penn. Beech Creek & East Coal Co.,	Coal,		248		1.49
Pittsburgh Oil Refining Co.,	Tank,			40	.30
Penn. Coal & Coke Co.,	Coal,		1,984		11.90
Penn. Gas Coal Co.,	Coal,		1,084		6.50
Pure Oil Co.,	Tank,			200	1.50
Proctor & Gamble,	Tank,			840	6.30
Pacific Fruit Express,	Refrig.,			18,812	108.58
Sterling Coal Co.,	Coal,		2,600		15.60
Streets Western Stable Car Line,	Horse,		160		.96
Superior Oil Works,	Tank,			400	3.00
Spears Alden Sons Tank Line,	Tank,			80	.60
Starks Heater Co.,	Com.,		200		1.20
Santa Fe Refrigerator Despatch,	Refrig.,			6,824	51.18
Seneca Oil Works,	Tank,			1,560	11.70
St. Louis Refrig. Car Co.,	Refrig.,			4,800	34.50
Swift Refrig. Trans. Co.,	Refrig.,			2,800	21.00
Shippers Refrig. Car Co.,	Refrig.,			5,266	39.50
Texas City Refining Co.,	Tank,			640	4.80
Texas City Petroleum Co.,	Tank,			80	.60
The Texas Co.,	Tank,			40	.30
The Solvay Process Co.,	Tank,			40	.30
Titusville Oil Works,	Tank,			440	3.30
Tiona Refining Co.,	Tank,			139	1.04
Union Petroleum Co.,	Tank,			800	6.00
United Refining Co.,	Tank,			80	.60
Union Metallic Cartridge Co.,	Com.,		40		.24
Union Tank Line,	Tank,			21,095	158.31
Union Refrig. Trans. Co.,	Refrig.,			7,242	54.32
Valvoline Oil Co.,	Tank,			8,638	27.28
Welburine Oil Works,	Tank,			680	5.10
Waverly Oil Co.,	Tank,			10,230	77.17
Westmoreland Coal Co.,	Coal,		8,570		21.42
West Fairmont Coal & Coke Co.,	Coal,		400		2.40
Western Live Stock Express,	Stock,		240		1.44
Webster Coal & Coke Co.,	Coal,		13,464		74.77
Western Heater Despatch,	Com.,		120		.73
Western Heater Despatch,				40	.30
Western Refrig. Despatch,	Refrig.,			80	.60
Pullman Co.,	Parlor,	270			5.40
Keystone Coal & Coke Co.,	Coal,		303		1.82
Independent Refining Co.,	Tank,			40	.30
Total,			42,861	268,519	\$2,273.39

Hire of Equipment—Concluded.**C. PRIVATE CARS.**

Name of owner.	Description.	Number car-miles.	COMPENSATION.	
			Rate.	Amount.
See detailed statement attached, . . . . .	.....	270	.03	\$5.40
.....	.....	42,861	6/10	254.17
.....	.....	268,519	8/4	2,013.89
	Less fractional difference,			\$2,273.46
				.07
	Total,	311,150	.....	\$2,273.89

Recapitulation of Hire of Equipment.

Account.	Amount receivable.	Amount payable.
Equipment interchanged,	\$13,739.95	\$107,135.76
Private Cars, . . . . .	.....	2,273.89
Total,	\$13,739.95	\$109,409.15
Balance, . . . . .	.....	\$95,669.20

Taxes and Assessments.**A. For reporting company's owned and proprietary lines.**

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.		Total.
	On the value of real and personal property.	On the value of stocks or bonds, or on valuation based on earnings, dividends, or other results of operation.	On stocks, bonds, loans, etc.	On gross or net earnings, revenue, or dividends.		On property owned, not used in operation, and miscellaneous.
Central New England Ry. Co., New York, Hkt. & Conn. Western R.R. Co., New York,	\$53,101.59		\$4,611.33	\$1,022.20	\$58,735.02
	5,796.05		601.32		6,397.37
Connecticut,	487.98	\$10,589.47			\$78.96
Massachusetts,	9.36	718.79			728.15
Total,	\$59,394.98	\$11,308.26	\$5,212.55	\$1,022.20	\$78.96
					\$77,016.95

B. For separating company's leased and operated lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$17,036,753.11	Cost of Road (p. 149, 150),	\$17,249,301.75	\$212,548.64	
659,208.65	Cost of Equipment (p. 150)	629,922.15		\$29,286.50
1,150,063.00	Stocks Owned (p. 152), .	1,150,063.00		
570,605.84	H. & C. W. R. R. Betterments,	579,079.25	8,473.91	
211,904.20	H. & C. W. R. R. Cons.,	211,904.20		
523,058.65	Springfield Branch, .			
	Cash and Current Assets	931,644.93	408,586.28	
	(p. 148), .			
	Other Assets:			
196,057.82	Materials and Supplies,	173,661.47		22,396.35
1,445,392.47	Profit and Loss (p. 151), .	1,318,953.07		126,439.40
\$21,793,043.24	Grand Total, .	\$22,244,529.82	\$451,486.58	

Comparative General Balance Sheet.—Continued.

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$8,550,000.00	Capital Stock (p. 146), .	\$8,550,000.00		
10,730,500.00	Funded Debt (p. 146) .	10,514,500.00		\$216,000.00
2,250,075.41	Current Liabilities (p. 148)	2,429,596.35	\$179,520.94	
33,320.83	Accrued Interest on Fund-			
20,022.00	ed Debt not yet payable,	521,286.47	487,965.64	
	Rentals Accrued and not			
	yet due,	20,022.00		
209,125.00	H. & C. W. R. R. Co.			
	Equipment and Per-	209,125.00		
	sonal Property Leased,			
\$21,793,043.24	Grand Total, .	\$22,244,529.82	\$451,486.58	

Important Changes During the Year ending June 30, 1909.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. All other important financial changes:

No. 1:

Double track from 1 mile east of Modena to 1 mile west of
Relyeas Crossing, 4.27 miles.
Double track from Fishkill Plains to 800 feet west of
Hopewell Station, 2.28 "

No. 2. None.

Important Changes During the Year—Continued.**No. 3:**

Building passing siding, Salt Point, N. Y.,	\$28.78
Building connection main line and E. Stanfordville Div.,	5,489.32
Building connection main line and Hospital Branch, Poughkeepsie, N. Y.,	2,500.00
Construction side track, St. Elmo, N. Y.,	464.74
Construction side track, Briarcliff, N. Y.,	896.78
Construction side track, Fishkill Plains, N. Y.,	345.53
Construction side track, Salt Point, N. Y.,	358.40
Building two miles track, Hopewell Branch,	53,373.50
Construction receiving yard, Maybrook, N. Y.,	22,049.97
Construction transfer platform, Maybrook, N. Y.,	18,178.29
Construction side track, Clintondale, N. Y.,	259.51
Construction side track, Modena, N. Y.,	190.69
Reconstruction of yard, Maybrook, N. Y.,	45,137.08
Extension coach track, Millerton, N. Y.,	161.62
Extension passing siding, Briggs, N. Y.,	5,728.67
Construction double track, Modena, N. Y.,	43,932.70
New locomotive coaling crane, Maybrook, N. Y.,	6,046.44
Laying water main, Modena, N. Y.,	1,253.00
Construction crossover, Berea, N. Y.,	371.00
Electric block signals, Highland to Maybrook, N. Y.,	52.59
Water treating plant, Maybrook, N. Y.,	25.76
Extending double track, Maybrook, N. Y.,	2,595.88
Extending double track, Hopewell, N. Y.,	548.96
Water storage plant, Maybrook, N. Y.,	1,604.50
Filling trestle, Halsteads, N. Y.,	11,324.49
Filling trestle, Salt Point, N. Y.,	14,013.28
Replacing of trestle, Poughkeepsie, N. Y.,	9,817.40
Construction awnings, Poughkeepsie, N. Y.,	300.00
Difference in weight of rail,	1,404.58
Ballasting track on main line, Modena to Maybrook, N. Y.,	10,520.89
	\$258,974.35

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. None.

No. 8. None.

No. 9. During the fiscal year ending June 30, 1909, the outstanding collateral trust bonds of the Newburgh, Dutchess & Connecticut R. R. Co., in the amount of \$216,000.00 were canceled, and a demand note substituted in the same amount.

Contracts, Agreements, etc., Year ending June 30, 1909.

1. Express companies; 2. Mails; 3. Sleeping, parlor or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

No. 1. None, except as previously reported.

No. 2. None, except as previously reported.

No. 3. None.

Contracts, Agreements, etc.—Continued.

Nos. 4, 5 and 6:

This company has arrangements with its connections for the interchange of freight and passengers in accordance with regular published tariffs, whereby it receives in some cases its local rates and in other cases an arbitrary or proportion of the through rate based on relative mileage.

No. 7. None, except as previously reported.

No. 8. None, except as previously reported.

No. 9. None.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General Officers,	2	440	\$3,293.00	\$7.48
Other Officers,	9	2,876	17,996.88	6.22
General Office Clerks,	29	9,158	17,193.99	1.86
Station Agents,	53	19,386	39,385.79	2.03
Other Station Men,	169	54,799	94,182.94	1.72
Enginemen,	61	20,531	85,606.48	4.17
Firemen,	70	20,132	44,968.11	2.23
Conductors,	49	17,448	55,358.21	3.17
Other Trainmen,	154	49,167	112,430.78	2.29
Machinists,	44	12,187	32,711.67	2.70
Carpenters,	55	17,755	43,975.86	2.48
Other Shopmen,	111	31,261	70,723.53	2.26
Section Foremen,	57	17,308	40,933.04	2.31
Other Trackmen,	280	68,731	103,096.50	1.50
Switch Tenders, Crossing Tenders and Watchmen,	92	27,981	40,687.65	1.45
Telegraph Operators and Dispatchers,	32	11,079	27,772.75	2.51
All other Employees and Laborers,	246	83,802	156,862.54	1.87
Total (including "General Officers"),	1,513	463,991	\$987,229.72	\$2.13
Less "General Officers,"	2	440	3,293.00	7.48
Total (excluding "General Officers"),	1,511	463,551	\$983,936.72	\$2.12
Distribution of Above:				
Maintenance of Way and Structures,	503	130,270	\$237,652.79	\$1.82
Maintenance of Equipment,	332	105,874	216,584.66	2.04
Traffic Expenses,	8	2,743	9,484.52	3.45
Transportation Expenses,	639	215,445	502,735.76	2.33
General Expenses,	31	9,659	20,771.99	2.15
Total (including "General Officers"),	1,513	463,991	\$987,229.72	\$2.13
Less "General Officers,"	2	440	3,293.00	7.48
Total (excluding "General Officers"),	1,511	463,551	\$983,936.72	\$2.12
Total (including "General Officers"),— Entire Line,	1,513	463,991	\$987,229.72	\$2.13

Traffic and Mileage Statistics. — (Entire Line.)

Item.	No. passengers, tonnage, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	971,810			
No. of passengers carried one mile,	14,107,115			
No. of passengers carried 1 mile per mile of rd.	47,918			
Average distance carried, miles,	14.52			
Total passenger revenue,		828,199	49	
Average am't received from each passenger,			33	7.72
Average receipts per passenger per mile,			02	8.26
Total passenger service train revenue,		457,723	48	
Passenger service train rev'nue per mile of rd		1,554	61	
Passenger service train rev'nue per train mile,			70	0.98
Freight Traffic:				
No. of tons carried of freight earning revenue,	3,790,061			
No. of tons carried one mile,	178,749,704			
No. of tons carried one mile per mile of road,	607,104			
Average distance haul of one ton, miles,	47.18			
Total freight revenue,		2,052,067	19	
Average am't received for each ton of freight,			54	1.48
Average receipts per ton per mile,			01	1.48
Freight revenue per mile of road,		6,969	68	
Freight revenue per train mile,		2	85	0.07
Total Traffic :				
Operating revenues,		2,530,213	49	
Operating revenues per mile of road,		8,593	60	
Operating revenues per train mile,		1	92	8.00
Operating expenses,		1,599,183	42	
Operating expenses per mile of road,		5,431	46	
Operating expenses per train mile,		1	21	8.56
Net operating revenue,		931,030	07	
Net operating revenue per mile of road,		3,162	14	
Average number of passengers per car mile,				
Average No. of passengers per train mile,	10			
Average No. of passenger cars per train mile,	22			
Average No. of tons freight per loaded car mile,	2.75			
Average No. of tons of freight per train mile,	19.49			
Average No. of freight cars per train mile,	248.26			
Average No. of loaded cars per train mile,	21.35			
Average No. of empty cars per train mile,	12.73			
Average mileage operated during year,	7.85			
	294.43			

LOCOMOTIVE MILEAGE.

REVENUE SERVICE —

Freight locomotive-miles,	658,090	
Passenger locomotive-miles,	591,059	
Mixed locomotive-miles,	61,915	
Special locomotive-miles,	1,287	
Switching locomotive-miles,	206,604	
Total revenue locomotive mileage,		1,518,955
Nonrevenue service locomotive-miles,		71,496

Traffic and Mileage Statistics. — (Entire Line.)— *Concluded.*

CAR MILEAGE.

REVENUE SERVICE —

Freight Car-Miles —

Loaded,	9,167,429
Empty,	5,649,521
Caboose,	554,797

Total freight car-miles,	15,371,747
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Passenger Car-Miles —

Passenger,	1,444,074
Sleeping, parlor and observation,	270
Other passenger-train cars,	352,696

Total passenger car-miles,	1,797,040
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Special Car-Miles —

Passenger,	1,589
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Total revenue car mileage,	17,170,376
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Nonrevenue service car-miles,	232,074
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TRAIN MILEAGE.

REVENUE SERVICE —

Freight train-miles,	658,090
Passenger train-miles,	591,059
Mixed train-miles,	61,915
Special train-miles,	1,287

Total revenue train mileage,	1,312,351
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Nonrevenue service train-miles,	71,496
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Traffic and Car Statistics — Entire Line.

Not available.

Freight Traffic Movement.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain,	9,589	70,808	79,897	2.11
Flour,	3,906	61,808	65,209	1.72
Other Mill Products,	12,255	88,453	100,708	2.66
Hay,	7,490	76,084	83,574	2.20
Tobacco,	2,450	861	8,311	.09
Cotton,	28	67,648	67,671	1.78
Fruit and Vegetables,	6,276	10,781	17,057	.45
Total	41,989	375,488	417,427	11.01
Products of Animals:				
Live Stock,	1,770	1,775	3,545	.09
Dressed Meats,	758	21,787	22,525	.59
Other Packing-House Products,	188	4,229	4,367	.12
Poultry, Game and Fish,	80	207	287	.01
Wool,	954	13,843	14,797	.39
Hides and Leather,	861	27,915	28,276	.75
Total	4,011	69,796	78,747	1.95
Products of Mines:				
Anthracite Coal, . . . . .	.....	1,464,107	1,464,107	38.68
Bituminous Coal, . . . . .	.....	320,450	320,450	8.45
Coke,	20	31,970	21,990	.58
Ores,	12,597	5,857	18,454	.49
Stone, Sand, and other like articles,	4,552	34,802	39,354	1.04
Total	17,169	1,847,186	1,864,355	49.19
Products of Forests:				
Lumber,	35,637	110,468	146,100	3.86
Other Products of Forests,	3,753	28,258	27,011	.71
Total	39,390	138,721	173,111	4.57
Manufactures:				
Petroleum and other Oils,	2,215	22,249	24,464	.64
Sugar,	106	1,331	1,427	.04
Iron—Pig and Bloom,	11,178	127,474	138,652	3.66
Iron and Steel Rails, . . . . .	.....	7,886	7,886	.19
Other Castings and Machinery,	8,272	33,517	41,789	1.10
Bar and Sheet Metal,	1,555	36,807	38,362	1.01
Cement, Brick and Lime,	45,803	182,925	228,728	6.08
Agricultural Implements,	362	1,463	1,825	.05
Wagons, Carriages, Tools, etc.,	3,733	11,680	15,413	.41
Wines, Liquors and Beers,	1,525	8,971	10,496	.28
Household Goods and Furniture,	1,237	2,403	3,640	.10
Total	75,986	436,196	512,182	13.51
Merchandise,	54,643	298,880	353,523	9.38
Miscellaneous—Other commodities not mentioned above,	54,594	341,122	395,716	10.44
Total Tonnage—Entire Line,	287,782	3,502,279	3,790,061	100.00

Description of Equipment — (Entire Line).

Item.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	No. fitted with train brake.	No. fitted with Au- tomatic coupler.
Locomotives—owned or leased:						
Passenger,	19	0	1	18	18	18
Freight,	33	0	1	32	32	32
Switching,	8	0	0	8	8	8
Total Locomotives in Service, Less Locomotives Leased,	60 4	0 0	2 0	58 4	58 4	58 4
Total Locomotives Owned,	56	0	2	54	54	54
Cars Owned or Leased:						
In Passenger Service—						
First-class cars,	13	0	0	13	13	13
Second-class cars,	11	0	0	11	11	11
Combination cars,	11	0	1	10	10	10
Baggage, Exp., and Postal cars,	8	1	1	8	8	8
Other Cars in Passenger Service,	6	0	0	6	6	6
Total,	49	1	2	48	48	48
In Freight Service—						
Box cars,	73	0	14	59	59	59
Flat cars,	51	0	14	37	37	37
Stock cars,	2	0	0	2	2	2
Coal cars,	174	0	14	160	160	160
Total,	300		42	258	258	258
In Company's Service—						
Officers and Pay Cars,	1	0	0	1	1	1
Derrick cars,	4	0	0	4	4	4
Caboose cars,	29	0	2	27	27	27
Other Road cars,	51	4	0	55	55	55
Total,	85	4	2	87	87	87
Total Cars in Service, Less Cars Leased,	434 0	5 0	46 0	393 58	393 0	393 0
Total Cars Owned,	0	0	0	393	0	0

B. EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

None.

Mileage—Entire Line.**(a) Mileage of road operated (all tracks) :**

Line in Use.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
Miles of single track, . . .	58.80	106.52	123.96	1.65	3.50	294.43	290.98
Miles of second track, . . .	11.51	2.28	.....	.....	.....	13.79	13.79
Miles of yard track and sidings,	32.83	14.90	25.38	10.98	.....	84.04	84.04
Total Mileage Operated—(All Tracks), . . .	103.14	123.70	149.29	12.63	3.50	392.26	388.76

(b) Mileage of line operated, by States and Territories (single track) :

State or Territory.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
New York,	58.80	106.52	42.50	1.65	.....	209.47	209.47
Connecticut, . . . . .	.....	.....	77.26	.....	.....	77.26	77.26
Massachusetts, . . . . .	.....	.....	4.20	.....	3.50	7.70	4.20
Total Mileage Operated—(Single Track), . . .	58.80	106.52	123.96	1.65	3.50	294.43	290.98

(c) Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINE OWNED.		Total mileage owned.	Steel rails.
	Main line.	Branches and spurs.		
New York,	58.80	106.52	165.32	165.32
Total Mileage Owned—(Single Track),	58.80	106.52	165.32	165.32

Mileage—State of Connecticut.

(a) Mileage of road operated (all tracks):

Line in Use.	Line operated under lease.	Total mileage operated.	Steel rails.
Miles of single track,	77.26	77.26	77.26
Miles of yard track and sidings,	20.43	20.43	20.43
Total Mileage Operated— (All Tracks),	97.69	97.69	97.69

(b) Mileage of line operated by States and Territories (single track).

State of Connecticut.	Line operated under lease.	Total mileage operated.	Steel Rails.
Total Mileage Operated— (Single Track),	77.26	77.26	77.26

Renewals of Rails and Ties.**NEW RAILS LAID DURING THE YEAR.**

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel,	41.41	56 lbs.	\$18.00
"	570.79	60 "	17.99
"	1.80	67 "	18.00
"	1,106.49	70 "	18.64
"	42.57	74 "	18.00
"	39.15	75 "	18.00
"	16.08	77 "	22.23
"	416.53	79 "	18.00
"	1,684.93	80 "	29.84
"	17.88	85 "	18.00
Total,	3,987.53	.....	\$23.26

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
Treated,	5,315	72.0 cts.
First Class,	181,160	55.8 cts.
Second Class,	38,675	32.0 cts.
Total,	175,150	50.7 cts.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous coal—tons.	Soft wood—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Revenue Service :					
Freight,	70,806	146	70,879	658,090	215.41
Passenger,	28,582	64	28,614	591,059	96.82
Mixed,	2,776	12	2,782	61,915	89.87
Special,	148	2	149	1,287	231.55
Switching,	18,610	40	18,630	206,604	131.94
Nonrevenue Service, .	5,021	14	5,028	71,496	140.65
Total,	120,943	278	121,082	1,590,451	152.26
Av. cost at distribtg. pnt.,	\$2.67	\$2.87	.....	.....	.....

Accidents to Persons.

(a) Accidents resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of accident.	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Falling from trains, locomotives, or cars,	..	1	..	1
Struck by trains, locomotives, or cars,	1	..	1	..
Other causes,	..	1	..	1
Total,	1	2	1	2

Average number employed during year : 334 trainmen, 93 switch tenders 222 station men, 210 shopmen, 337 trackmen, 32 telegraph employees, other employees, 286 ; total, 1,513.

OTHER PERSONS.

Kind of accident.	OTHER PERSONS TRESPASSING.		Other persons not trespassing, injured.	TOTAL.	
	Killed.	Injured.		Killed.	Injured.
Struck by trains, locomotives, or cars —					
At Highway Crossings,	..	..	2	..	2
At other points along track,	1	1	..	1	1
Total,	1	1	2	1	3

Accidents to Persons.--Continued.

(b) Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of accident.	Trackmen injured.	Total injured.
Handling supplies, etc.,	2	2

SUMMARY.

[Tables a and b.]

	Total killed.	Total injured.
Table a:		
Railway Employees,	1	2
Other Persons,	1	3
Table b:		
Railway Employees,	..	2
Grand Total,	2	7

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From —	To —	Miles.	Number of curves.	Aggregate length of curved line. miles.	Length of straight line. miles.
Hartford, Conn.	Camp. Hall, N. Y.	141.72	351	51.52	90.20
Tariffville, "	Agawam Jct., Mass.	14.21	17	3.28	10.93
Poughkeepsie, N. Y.	Hopewell Jct., N. Y.	12.40	23	3.39	9.01
P. & E. Jct., Poughkeepsie, N. Y.	N. Y. C., Conn., P'keepsie, N. Y.	4.65	13	1.83	2.83
Salt Point, "	W. Salt Point, "	0.49	1	0.49	0.00
State Line, "	Pine Plains, "	54.34	151	22.54	31.80
Stissing Jct., "	Dutchess Jct., "				
Wicopee Jct., "	Fishkill Land., "	1.65	6	0.81	0.84
Boston Crs., "	Rhinecliff, "	35.12	103	17.15	17.97
Silvernails, "	" Jct., "	3.19	6	1.25	1.94
W. Pine Plains, "	P. & E. Jct., P'gheepsie, N. Y.	23.16	39	6.93	16.23
Total,		290.98	710	109.19	181.74

Characteristics of Road. — *Continued.*

PROFILE.

Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of ascents. feet.	Aggregate length of ascending grades. miles.	No.	Sum of descents. feet.	Aggregate length of descending grades. miles.
23.36	82	2,409.0	59.37	83	2,144.8	58.99
1.78	10	201.5	6.66	7	224.7	5.77
2.60	8	210.0	5.50	7	154.0	4.30
0.86	2	27.8	0.97	3	173.4	2.82
0.00	1	19.6	0.49	0	0.00	0.00
6.07	37	1,427.9	36.14	21	665.8	12.13
0.54	0	00.0	.00	1	60.0	1.11
6.59	27	79.6	4.86	41	798.6	23.67
0.57	4	98.1	0.64	1	8.4	1.98
6.92	8	109.6	3.51	14	469.8	12.73
49.29	179	4,588.3	118.14	178	4,698.5	128.50

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Bridges —				
Iron,	136	12,258	1	6,767
Wooden,	150	2,050	2	100
Combination,	6	2,169	117	484
Total,	292	16,477	..	..
Trestles,	60	11,126	12	1,600

Characteristics of Road. — Continued.**OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.**

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings: Bridges,	38	15	0
Overhead Railway Crossings: Bridges,	4	19	4

GAUGE OF TRACK — 4 feet, 8½ inches, 290.93 miles.

Telegraph.

A. Owned by company making this report: None.

B. Owned by another company, but located on property of road making this report:

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
288	754	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and T. F. Paradise, Assistant Treasurer, of the Central New England Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

H. M. KOCHERSPERGER,

Vice-President.

T. F. PARADISE,

Asst. Treasurer.

Subscribed and sworn to before me this 15th day of September, 1909.

MAURICE K. DUGAN,

Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: Hartford and Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Connecticut, January, 1881, Resolution No. 123; State of Connecticut, January, 1882, Resolution No. 189; State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same:

The Hartford and Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage and was organized June 30, 1881, in accordance with a Resolution (123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company." By a Resolution (No. 189) of the General Assembly of the State of Connecticut passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to Authorize the Hartford and Connecticut Western Railroad Company to Purchase the Rhinebeck and Connecticut Railroad." The Hartford and Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England and Western Railroad Company, for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by the

consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

What carrier operates the road of this company? Central New England Railway Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
G. MACCULLOCH MILLER,	New York, N. Y.	3d Tuesday in Dec.
EDWIN MILNER,	Moosup, Conn.	" "
GEORGE J. BRUSH,	New Haven, Conn.	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "
D. NEWTON BABNEY,	Farmington, Conn.	" "
CHAS. S. MELLEN,	New Haven, "	" "
J. PIERPONT MORGAN,	New York, N. Y.	" "
WILLIAM ROCKEFELLER,	" " "	" "
*FRANK W. CHENEY,	So. Manchester, Conn.	" "
EDWIN W. SPURR,	Lakeville, "	" "
ROBERT SCOVILLE,	Chapinville, "	" "
CHARLES F. BROOKER,	Ansonia, "	" "
LEWIS CASS LEDYARD,	New York, N. Y.	" "

*Deceased.

Principal Officers.

Title.	Name.	Official address.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Secretary,	JOHN G. PARKER,	" "
Treasurer,	AUGUSTUS S. MAY,	" "

Officer to whom correspondence concerning this report should be addressed: Robert T. Bird, Auditor, Central New England Railway Co., Hartford, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: December 15, 1908.

Date of last closing of stock books before end of year for which this report is made: February 20, 1909.

Total number of stockholders at that date: 639.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.

If control was so held state:

The form of control, whether sole or joint: Lease and beneficial stock ownership.

The name of the controlling corporation or corporations: Central New England Railway Co.

The manner in which control was established: Lease and beneficial stock ownership.

The extent of control: 16,400 shares, Fidelity Insurance Trust and Safe Deposit Co., Trustee, Philadelphia, Pa.

Whether control was direct or indirect: Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

Road Operated — Entire Line.

Included in report of Central New England Railway Co.

(1) Road Jointly Owned or (2) Road Jointly Leased.

Included in report of Central New England Railway Co.

Road Leased or Otherwise Assigned for Operation.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
Hartford & Conn. West'n, Springfield Branch,	Hartford, Conn., Tarliffville, Conn.,	Rhinecliff, N. Y. Agawam Jct., Mass.	109.75 14.31	Central New England Ry. Co. " " " "
Total Mileage,				123.96

Mileage of Line Owned — by States and Territories.

State or Territory.	LINE OWNED.		Total mileage owned.
	Main line.	Branches and spurs.	
Connecticut,	67.25	10.01	77.26
New York,	42.50	.....	42.50
Massachusetts, . . . . .	.....	4.20	4.20
Total Mileage Owned,	109.75	14.21	123.96

Outside Operations and Other Properties.

None.

Road Acquired by Respondent Through Lease or Other Agreement.

None.

Road Assigned to Another Carrier through Lease or Other Agreement.*

Name of operating company.	TERMINI.		Miles of line.
	From—	To—	
Central New England Ry. Co.	Hartford, Conn.,	Rhinecliff, N. Y.,	109.75
“ “ “ “	Tariffville, “	Agawam Jct., Mass.,	14.21

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	30,000	\$100.00	\$3,000,000.00	\$3,965,800.00	2%	\$59,316.00

Memorandum.

Issued for bonds of the Connecticut Western R. R. Co., . . . 19,158 shares
 Issued for the purchase of the Rhinebeck & Conn. R. R. Co., . . . 8,000 “
 Issued to decrease current liabilities, 2,500 “

29,658 shares

*The Hartford and Connecticut Western Railroad was leased to the Central New England and Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by the reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, dated July 22, 1889, and August 1, 1892.

Funded Debt.

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.
	Date of issue.	Date of maturity.			
1st Mortgage,	July 1, 1908.	July 1, 1928.	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
4½	January 1st and July 1st.	\$31,500.00	\$31,500.00

EQUIPMENT TRUST OBLIGATIONS.

None.

Recapitulation of Funded Debt.

Class of debt.	Total par value outstanding.	Total par value not held by respondent corporation.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage Bonds,	\$700,000.00	\$700,000.00	\$31,500.00	\$31,500.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash,	\$700,000.00	\$700,000.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . . .	\$2,965,800.00	\$2,965,800.00	128.96	\$23,925.00
Funded Debt, . . .	700,000.00	700,000.00	128.96	5,647.00
Total, . . .	\$3,665,800.00	\$3,665,800.00	128.96	\$29,572.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1909.	
Cash,	\$839.04	Audited Vouchers and Accounts,	\$227,699.20
Due from Solvent Companies and Individuals,	15,795.00		
Total — Cash and Current Assets,	\$16,634.04	Total — Current Liabilities,	\$227,699.20
Balance — Current Liabilities,	211,075.16		
Total,	\$227,699.20	Total,	\$227,699.20

Materials and supplies on hand, included in report of Central New England Railway Co.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage,	Hartford, Conn.,	Rhinecliff, N. Y.	109.75	\$6,878	Road and Equipment.

Expenditures for Additions and Betterments.

Included in report of Central New England Railway Co.

Expenditures for Equipment, General Expenditures and Recapitulation.

Account.	Charged to capital.	Total cost June 30, 1908.	Total cost June 30, 1909.
Road,	None.	\$3,496,909.45	\$3,496,909.45
Cost of road per mile of line, . . . . .	.....	\$28,210.67	\$28,210.67

Income Account.

Gross income from lease of road,	\$90,816.00	
Net income from lease of road,	\$90,816.00	
Gross corporate income,		\$90,816.00
DEDUCTIONS FROM GROSS CORPORATE INCOME:		
Interest accrued on funded debt,	31,500.00	
Total deductions from gross corporate income,		31,500.00
Net corporate income,		\$59,316.00
DISPOSITION OF NET CORPORATE INCOME:		
Dividends declared:		
On common stock, 2 per cent., payable March 1st and September 1st,		\$59,316.00

Profit and Loss Account.

Debit.		Credit.	
Balance June 30, 1908,	\$175,040.71	Balance Debit, June 30, 1909, carried to Balance Sheet,	\$175,040.71
	\$175,040.71		\$175,040.71

Railway Stocks Owned.

I. ACTIVE CORPORATIONS.

Stocks of respondent corporation: None.

Stocks of corporation whose property forms a part of the system of respondent corporation: None.

Stocks of corporations whose property does not form a part of the system of respondent corporation: None.

II. INACTIVE CORPORATIONS.

None.

Railway Funded Debt Owned.

I. ACTIVE CORPORATIONS.

Funded debt of respondent corporation: None.

Funded debt of corporations whose property forms a part of the system of respondent corporation: None.

Funded debt of corporations whose property does not form a part of the system of respondent corporation: None.

II. INACTIVE CORPORATIONS.

None.

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the Commission? No.

Miscellaneous Stocks and Funded Debt Owned.**A. OTHER THAN RAILWAY STOCKS.**

None.

B. OTHER THAN RAILWAY FUNDED DEBT.

None.

Sinking, Redemption, Insurance and Other Special Funds.**A. INCOME AND DISBURSEMENTS DURING YEAR.**

Sinking and redemption funds: None.

Insurance and other special funds: None.

B. ASSETS ON JUNE 30, 1909.

Sinking and redemption funds: None.

Insurance and other special funds: None.

Operating Expenses — Entire Line.

I. Maintenance of way and structures: Included in report of Central New England Railway Co.

II. Maintenance of equipment: Included in report of Central New England Railway Co.

III. Traffic expenses: Included in report of Central New England Railway Co.

IV. Transportation expenses: Included in report of Central New England Railway Co.

V. General expenses: Included in report of Central New England Railway Co.

Summary: Included in report of Central New England Railway Co.

Summary of Revenues and Expenses of Outside Operations and Other Properties.**A. OUTSIDE OPERATIONS.**

None.

B. OTHER PROPERTIES.

None.

Rents Receivable.**I. FROM JOINT FACILITIES.**

Joint tracks: Included in report of Central New England Railway Co.

Joint yards and terminals: Included in report of Central New England Railway Co.

2. FROM LEASE OF ROAD.

Property leased.	Location.	Name of lessee.	Amount.
Road and Equipment,	Hartford, Conn. . Rhinecliff, N. Y. . Tariffville, Conn. . Agawam Jct., Mass. .	} Central New } England Ry. Co.	\$90,816.00

Rents Receivable.—Continued.

3. MISCELLANEOUS RENTS.

Included in report of Central New England Railway Co.

Miscellaneous Income.

Included in report of Central New England Railway Co.

Rents Payable.

1. FOR JOINT FACILITIES.

Joint tracks: Included in report of Central New England Railway Co.

Joint yards and terminals: Included in report of Central New England Railway Co.

2. FOR LEASE OF ROAD.

None.

3. MISCELLANEOUS RENTS.

Included in report of Central New England Railway Co.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Hire of Equipment.

A. EQUIPMENT LEASED.

Rents accrued receivable: Included in report of Central New England Railway Co.

Rents accrued payable: Included in report of Central New England Railway Co.

B. EQUIPMENT INTERCHANGED.

I. Accrued on equipment borrowed: Included in report of Central New England Railway Co.

II. Accrued on equipment loaned: Included in report of Central New England Railway Co.

C. PRIVATE CARS.

Included in report of Central New England Railway Co.

Recapitulation of Hire of Equipment.

Included in report of Central New England Railway Co.

Taxes and Assessments.

A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.
Included in report of Central New England Railway Co.

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.
Included in report of Central New England Railway Co.

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$3,496,909.45	Cost of road,	\$3,496,909.45	.....	.....
209,125.00	Central New Eng. Ry. Co., Equipment and Personal Property Leased,	209,125.00	.....	.....
16,736.54	Cash and Current Assets,	16,624.04	.....	\$112.50
175,040.71	Profit and Loss,	175,040.71	.....	.....
\$3,897,811.70	Grand Total,	\$3,897,699.20	.....	\$112.50

Total June 30, 1908.	Liabilities.	Total June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$2,965,800.00	Capital Stock,	\$2,965,800.00	.....	.....
4,900.00	Convertible Bonds,	4,200.00	.....	.....
700,000.00	Funded Debt,	700,000.00	.....	.....
227,811.70	Current Liabilities,	227,699.20	.....	\$112.50
\$3,897,811.70	Grand Total,	\$3,897,699.20	.....	\$112.50

Important Changes During the Year.

1. Extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. Other important physical changes; 4. Leases taken or surrendered; 5. Consolidations or reorganizations effected; 6. New stocks issued; 7. New funded debt issued; 8. Changes in the respondent's holdings of stocks and funded debt; 9. Other important financial changes: None.

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts: Included in report of Central New England Railway Co.

Employees and Salaries.

Included in report of Central New England Railway Co.

Traffic and Mileage Statistics.

Included in report of Central New England Railway Co.

Traffic and Car Statistics — Entire Line.

Included in report of Central New England Railway Co.

Freight Traffic Movement.

Included in report of Central New England Railway Co.

Description of Equipment — Entire Line.

Included in report of Central New England Railway Co.

Mileage — Entire Line.**A. MILEAGE OF ROAD OPERATED (All Tracks):**

Included in report of Central New England Railway Co.

B. MILEAGE OF LINE OPERATED — BY STATES AND TERRITORIES (Single Track).

Included in report of Central New England Railway Co.

C. MILEAGE OF LINE OWNED — BY STATES AND TERRITORIES (Single Track).

State or Territory.	LINES OWNED.		Total mileage owned.	Steel rails.
	Main line.	Branches and spurs.		
Connecticut,	67.25	10.01	77.26	77.26
New York,	42.50	.....	42.50	42.50
Massachusetts, . . . . .	.....	4.20	4.20	4.20
Total mileage owned, . . .	109.75	14.21	123.96	123.96

Renewals of Rails and Ties.

Included in report of Central New England Railway Co.

Consumption of Fuel by Locomotives.

Included in report of Central New England Railway Co.

Accidents to Persons.**A. ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.**

Included in report of Central New England Railway Co.

B. ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Included in report of Central New England Railway Co.

Characteristics of Road.

Included in report of Central New England Railway Co.

Bridges, Trestles, Tunnels, Etc.

Included in report of Central New England Railway Co.

Telegraph.**A. OWNED BY COMPANY MAKING THIS REPORT.**

Included in report of Central New England Railway Co.

**B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD
MAKING THIS REPORT.**

Included in report of Central New England Railway Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President of the Hartford and Connecticut Western Railroad Company, and Robert T. Bird, Auditor of the Hartford & Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

C. S. MELLEN,

President.

ROBT T. BIRD,

Auditor, C. N. E. Ry.

Subscribed and sworn to before me this 18th day of September, 1909.

MAURICE K. DUGAN,

Notary Public.

Subscribed and sworn to before me this 18th day of September, 1909.

A. F. O'NEILL,

Notary Public.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Exact name of common carrier making this report: New Haven and Northampton Company.

Date of organization: May, 1836.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Under the laws of the States of Massachusetts and Connecticut. (Massachusetts Special Laws, Vol II, pp. 286, 653; Massachusetts Special Laws, Vol. 12, pp. 25, 736, 822; Massachusetts Special Laws, Vol. 13, p. 484; Massachusetts Special Laws, Vol. 14, pp. 386, 485, 623; Massachusetts Special Laws, Vol. 15, pp. 677, 1430; Connecticut Private Laws, Vol. V, pp. 460, 724; Connecticut Special Laws, Vol. VI, pp. 217, 303, 733; Connecticut Special Laws, Vol. VII, pp. 267, 871, 987; Connecticut Special Laws, Vol. VIII, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts, 1875, p. 130; Connecticut Special Acts, 1876, p. 119).

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: The constituent companies were the original New Haven and Northampton Company (Massachusetts Special Laws, Vol. 7, pp. 675, 691; Connecticut Private Laws, Vol. I, p. 308; Connecticut Private Laws, Vol. III, p. 294; Connecticut Private Laws, Vol. IV, pp. 1384, 888, 982, 983, 984, 985; Connecticut Private Acts, 1847, p. 104). The Hampden Railroad Company (Massachusetts Special Laws, Vol. 9, p. 546). The Northampton and Westfield Railroad Corporation (Massachusetts Special Laws, Vol. 9, p. 561). The Hampshire and Hampden Railroad Corporation (Massachusetts Special Laws, Vol. 9, pp. 767, 773; Massachusetts Special Laws, Vol. 10, pp. 552, 742, 922). And the Farmington Valley Railroad Company (Private Laws of Connecticut, Vol. IV, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853, the Hampden Railroad Company with the Northampton and Westfield Railroad Corporation, forming the Hampshire and Hampden Railroad Corporation; in 1862, the Hampshire and Hampden Railroad Corporation with the original New Haven and Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see Acts above cited.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Originally in Connecticut. The President, Directors and Company of the Farmington Canal (Private Laws of Connecticut, Vol. I, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire and Hampden Canal Company (Massachusetts Special Laws, Vol. 6, pp. 40, 320, 702, 829; Massachusetts Special Laws, Vol. 7, p. 186).

What carrier operates the road of this company? The New York, New Haven and Hartford Railroad Company.

Directors.

Name of Directors.	Post-office address.	Date of Expiration of term
GEORGE J. BRUSH,	New Haven, Conn.	January, 1910.
A. HEATON ROBERTSON.	" " "	" "
D. NEWTON BARNEY,	Farmington, "	" "
CHARLES S. MELLE,	New Haven, "	" "
CHARLES F. BROOKER,	Ansonia, "	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "
JAMES S. ELTON,	Waterbury, Conn.	" "
JAMES S. HEMINGWAY,	New Haven, "	" "

Principal Officers.

Title.	Name.	Address.
Chairman of the Board,	CHARLES S. MELLE,	New Haven, Conn.
President,	CHARLES S. MELLE,	" " "
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Treasurer,	AUGUSTUS S. MAY,	New Haven, "
Secretary,	JOHN G. PARKER,	" " "

Officer to whom correspondence concerning this report should be addressed:
J. M. Tomlinson, General Auditor, N. Y., N. H. & H. R. R. Co., New Haven,
Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: January 1,
1909.

Total number of stockholders at that date: One.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?

No.

Did any other corporation or corporations, transportation or other, control
the respondent on June 30, 1909? Yes.

If control was so held state:

The form of control, whether sole or joint: Sole.

The name of the controlling corporation or corporations: The New
York, New Haven and Hartford Railroad Company.

The manner in which control was established: Stock ownership.

The extent of control: 100 per cent.

Whether control was direct or indirect: Direct.

Road Leased or Otherwise Assigned for Operation.

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
New Haven & Northampton Co.	New Haven, Conn.	Shelburne Jct., Mass.	94.64	The N. Y., N. H. & H. R. R. Co.,
	Farmington, "	New Hartford, Conn.	15.19	
	Northampton, Mass.	Williamsburg, Mass.	7.51	
	So. Deerfield, "	Turner's Falls, "	10.97	
Total mileage,			127.41	

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (Single track.)		Total mileage owned.
	Main line.	Branches and spurs.	
Massachusetts,	43.38	17.58	60.96
Connecticut,	51.26	15.19	66.45
Total Mileage owned,	94.64	32.77	127.41

Outside Operations and Other Properties.

None.

Road Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	Date.	Term.	Concise summary of provisions.
Holyoke & West'd R.R.	10.32	Dec. 3, 1870	Perpetual	\$46,000 per annum and taxes.

NOTE. — Above lease assumed by The New York, New Haven & Hartford Railroad Company through lease of this company.

Road Assigned to Another Carrier through Lease or Other Agreement.

Name of operating company.	TERMINI.		Miles of line.	Lease or agreement.*	
	From—	To—		Date.	Term.
The New York, New Haven & Hartford Railroad Company	New Haven, Ct.	S'lburne Jt., Ms.	94.64	.....	.....
	Farmington, "	N. Hartford, Ct.	15.19	.....	.....
	N'hampson, Ms.	Wil'msburg, Ms.	7.51	.....	.....
	So. Deerfield, "	Turners Falls, "	10.07	.....	.....
Total . . . . .	.....	.....	127.41	April 1, 1887	99 years

* Bond interest, taxes, etc., 1% on capital stock for 3 years; 2% for the second 3 years; 3% for the third 3 years, and 4% thereafter; also \$15,000.00 yearly, account of sinking fund, up to Apr. 1, 1900 on which date sinking fund requirements terminated.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation in sinking or other funds.	Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
							Rate.	Amount.
Common,	50,000	\$100	\$5,000,000	\$2,460,000	None	\$2,460,000	4 per cent.	\$96,400
Total,	50,000		\$5,000,000	\$2,460,000	None	\$2,460,000		\$96,400

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash:		
Approximately, Common,	18,820	\$1,882,000.00
Issued for construction of new properties:		
Approximately, Common,	5,780	578,000.00
Total,	24,600	\$2,460,000.00

Funded Debt.

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation in sinking or other funds.	Total par value not held by respondent corporation.
	Date of issue.	Date of maturity.				
Mortgage Bonds:						
Northern Extension,	April 1881	April 1911	\$700,000	\$700,000	None	\$700,000
Refunding Cons. Mtg. Gold,	June 1906	June 1956	10,000,000	2,400,000	None	2,400,000
Cons. Mtg. and Sinking Fund,	April 1879	April 1909	1,200,000	*9,000	None	9,000
Total,			\$11,900,000	\$3,109,000	None	\$3,109,000

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
5%	April 1—Oct. 1	\$35,000.00	\$35,000.00
4%	June 1—Dec. 1	88,981.34	88,234.67
6%	April 1—Oct. 1	50,265.00	67,020.00
Total,		\$174,246.34	\$190,254.67

*\$1,108,000 paid off during the year; \$3,000 paid off July 9, 1909; \$7,000 held in treasury to redeem bonds when presented.

Equipment Trust Obligations.

None.

Recapitulation of Funded Debt.

Class	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mort. bonds,	3,109,000	None	None	\$3,109,000	\$174,246.34	\$190,254.67

Recapitulation of Funded Debt.—*Continued.*

Purpose of the issue.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for Cash :			\$2,800,000	\$2,800,000
Issued for Refundment of Securities :	\$224,000	\$224,000	309,000	309,000
Total, .	\$224,000	\$224,000	\$3,109,000	\$3,109,000

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment.		Amount per Mile of Line.	
		To railways.	To other properties.	Miles.	Amount.
Capital Stock (p. 190),	\$2,460,000	\$2,460,000	.....	127.41	\$19,807
Funded Debt (p. 191),	3,109,000	3,109,000	.....	127.41	24,401
Total,.....	\$5,569,000	\$5,569,000	.....		\$48,708

Current Assets and Liabilities.

Cash and current assets available for payment of current liabilities.	Current liabilities accrued to and including June 30, 1909.
Cash, \$9,000.00	Audited Vouchers and
Due from Solvent Companies and Individuals, 16,750.00	Accounts, \$24,105.63
Total—Cash and Current Assets, \$25,750.00	Total—Current Liabilities, \$24,105.63
	Balance—Cash Assets, 1,644.37
Total, \$25,750.00	Total, \$25,750.00

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From—	To—	Miles.		
Northern Extension Bonds.	Northampton, Mass.,	Shelburne Jct., Mass.,	18.80	\$24,678	Railway and property.
	South Deerfield, Mass.,	Turners Falls, Mass.,	10.07		
			28.87		
Consolidated Mtg. & Sinking Fund Bonds.	New Haven, Conn.,	Williamsburgh, Mass.,	88.87	91	Real estate, railway rights and franchises.
	Farmington, Conn.,	New Hartford, Conn.,	15.19		
			99.06		
Refunding Consolidated Mtg. Gold Bonds.	New Haven, Conn.,	Conway Jct., Mass.,	94.64	18,886	Railway, property and equipment.
	Farmington, Conn.,	New Hartford, Conn.,	15.19		
	Northampton, Mass.,	Williamsburgh, Mass.,	7.51		
	South Deerfield, Mass.,	Turners Falls, Mass.,	10.07		
			197.41		

Expenditures for Additions and Betterments—Entire Line.

Total—charged to capital, \$788,379.66

Expenditures for Road.

Account.	Expenditures for additions and betterments during year charged to capital.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Road:			
Engineering,	\$8,078.48		
Right of Way and Station Grounds,	491,748.89		
Real Estate,	114,107.51		
Grading,	186.79		
Bridges, Trestles and Culverts,	2,378.00		
Ties,	5,706.00		
Rails,	1,154.00		
Frogs and Switches,	995.00		
Track Fastenings and other Material,	2,939.00		
Ballast,	6,690.00		
Track Laying and Surfacing,	2,024.00		
Fencing Right of Way,	183,485.23		
Crossings and Signs,	14,338.00		
Interlocking and other Signal Apparatus,	1,575.36		
Station Buildings and Fixtures,	190.47		
Water Stations,	2.25		
Fuel Stations,	509.42		
Miscellaneous Structures,			
Total,	\$786,098.35	\$8,379,436.17	\$7,165,534.52

NOTE—This includes general expenditures subsequent to July 1, 1907, only.

**Expenditures for Equipment, General Expenditures,
and Recapitulation.**

Account.	Charged to capital.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Equipment,	None	\$750,000.00	\$750,000.00
General expenditures:			
Law expenses,	\$2,081.81	.....	.....
Other expenditures,	250.00	.....	.....
Total,	\$2,281.81	.....	\$2,281.31
Recapitulation:			
Road,	\$786,098.85	\$6,379,436.17	\$7,165,534.52
Equipment, . . . . .	.....	750,000.00	750,000.00
General expenditures,	2,281.81	.....	*2,281.31
Total,—Entire Line,	\$788,379.66	\$7,129,436.17	\$7,917,815.83
Cost of Road per mile of line, . . . . .	.....	\$50,070.18	\$56,239.96
Cost of Equipment per mile of line, . . . . .	.....	5,886.51	5,886.51
General expenditures per mile of line, . . . . .	.....	.....	17.91
Total per mile of line, . . . . .	.....	\$55,956.64	\$62,144.38

* This includes General Expenditures subsequent to July 1, 1907, only.

Income Account.

GROSS INCOME from lease of road,	\$283,896.34
Net income from lease of road,	\$283,896.34
Gross corporate income,	\$283,896.34
DEDUCTIONS FROM GROSS CORPORATE INCOME:	
Interest accrued on funded debt,	\$174,246.34
Sinking funds chargeable to income,	11,250.00
Total deduction from gross corporate income,	185,496.34
Net corporate income,	\$98,400.00
DISPOSITION OF NET CORPORATE INCOME:	
Dividends declared:	
On common stock, 4 per cent.,	\$98,400.00

Profit and Loss Account.

Debit.	Credit.
Balance credit, June 30, 1909, carried to Balance Sheet, \$2,333,710.20	Balance June 30, 1908, . \$1,441,586.62 Additions for year: (See note), 892,123.58
\$2,333,710.20	\$2,333,710.20

Note.—Sinking fund for the redemption of consolidated mortgage and sinking fund bonds released as of April 1, 1909, by the application of all assets in the fund to the redemption of the bonds, transferred as at that date to the credit of profit and loss account.

Railway Stocks Owned.**I. ACTIVE CORPORATIONS.**

Stock of respondent corporation: None.

Stocks of corporations whose property forms a part of the system of respondent corporation: None.

Stocks of corporations whose property does not form a part of the system of respondent corporation: None.

II. INACTIVE CORPORATIONS.

None.

Railway Funded Debt Owned.**I. ACTIVE CORPORATIONS.**

Funded debt of respondent corporation: None.

Funded debt of corporations whose property forms a part of the system of respondent corporation: None.

Funded debt of corporations whose property does not form a part of the system of respondent corporation: None.

II. INACTIVE CORPORATIONS.

None.

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the Commission? No.

Miscellaneous Stocks and Funded Debt Owned.**A. OTHER THAN RAILWAY STOCKS.**

None.

B. OTHER THAN RAILWAY FUNDED DEBT.

None.

Sinking, Redemption, Insurance and Other Special Funds.

None.

Summary of Revenues and Expenses of Outside Operations and Other Properties.

None.

Rents Receivable.

Road leased.	Location.	Name of lessee.	Amount.
New Haven & North-hampton Co.,	Connecticut and Massachusetts.	The N. Y., N. H. & H. R. R. Co.	\$233,896.34

MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

None.

Rents Payable.**FOR LEASE OF ROAD.**

Reported by lessee.

MISCELLANEOUS RENTS.

Reported by lessee.

Other Deductions from Income.

None.

Taxes and Assessments.

Reported by lessee.

Comparative General Balance Sheet.

Total June 30, 1908.	Assets.	Total June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$6,379,436.17	Cost of Road,	\$7,165,534.52	\$786,098.35	.....
750,000.00	Cost of Equipment,	750,000.00		.....
.....	General Expenditures,	* 2,281.31	2,281.31	.....
797,926.28	Cash and Current Assets,	25,750.00	.....	\$772,176.28
985,172.08	Other Assets: Sinking, Insurance, and Other Funds, . . . . .	.....	.....	985,172.08
\$8,862,534.53	Grand Total,	\$7,943,565.83	.....	\$918,968.70

* Includes General Expenditures subsequent to July 1, 1907 only.

Comparative General Balance Sheet.—Continued.

Total June 30, 1908.	Liabilities.	Total June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending, June 30, 1909.
\$2,460,000.00	Capital Stock,	\$2,460,000.00		
3,998,000.00	Funded Debt,	3,109,000.00		\$884,000.00
17.50	Current Liabilities,	24,105.63	\$24,088.18	
32,758.83	Accrued interest on Funded Debt not yet payable,	16,750.00		16,008.83
985,172.08	Sinking Fund,			985,172.08
1,441,586.62	Profit and Loss,	2,383,710.20	892,128.58	
\$8,962,534.53	Grand Total,	\$7,943,565.83		\$918,968.70

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. All other important financial changes:

Nos. 1, 2, 3, 4, 5, 6: None.

No. 7: Consolidated mortgage and sinking fund bonds to the par value of \$1,108,000 have been retired, and refunding consolidated mortgage gold bonds to the par value of \$224,000 have been issued, during the year.

Nos. 8 and 9: None.

Contracts, Agreements, Etc.

Not an operating company.

Employees and Salaries.

Reported by lessee.

Traffic and Mileage Statistics—Entire Line.

Reported by lessee.

Freight Traffic Movement.

Reported by lessee.

Description of Equipment—Entire Line.

Reported by lessee.

Renewals of Rails and Ties.

Reported by lessee.

Consumption of Fuel by Locomotives.

Reported by lessee.

Accidents to Persons.

Reported by lessee.

Characteristics of Road.

Reported by lessee.

Gauge of track, 4 feet 8½ inches; 127.41 miles.

Telegraph.

None.

Oath.STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and J. M. Tomlinson, General Auditor, of the New Haven and Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

C. S. MELLEN,

President.

J. M. TOMLINSON,

General Auditor.

Subscribed and sworn to before me this 15th day of September, 1909.

MAURICE K. DUGAN,

Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute, and all amendments thereof: States of Connecticut and Massachusetts.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same: New London Northern Railroad Company and Amherst, Belchertown and Palmer Railroad Company. The New London Northern Railroad Company was chartered by Acts of the Connecticut Legislature, June 7, 1859. Charter amended May 2, 1860, and January 15, 1864. The Amherst, Belchertown and Palmer Railroad was the successor of the Amherst and Belchertown Railroad, chartered by the Legislature of Massachusetts, May, 1851, and was consolidated with the New London Northern Railroad Company in March, 1864.

Date and authority for each consolidation: February 4, 1860. Acts of Connecticut and Massachusetts.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: New London, Willimantic and Palmer Railroad Company; Connecticut and Massachusetts; 1847-1848. Reorganized account foreclosure of bonds.

What carrier operates the road of this company? Central Vermont Railway Company.

Directors.

Name.	Post-office address.	Date of expiration of term.	
CHARLES H. OSGOOD,	Norwich, Conn.,	January 13, 1910.	
THOMAS B. EATON,	Worcester, Mass.,	"	"
EDWARD C. SMITH,	St. Albans, Vt.,	"	"
JOHN C. AVERILL,	Norwich, Conn.,	"	"
GUILFORD SMITH,	South Windham, Conn.,	"	"
FRANK B. BRANDEGEE,	New London, "	"	"
DAVID MACKENZIE,	" " "	"	"
JUSTUS A. SOUTHARD,	" " "	"	"

Principal Officers.

Title.	Name.	Official address.
President,	CHARLES H. OSGOOD,	Norwich, Conn.
Vice-President,	JOHN C. AVERILL,	" "
Secretary,	JUSTUS A. SOUTHARD,	New London, Conn.
Treasurer,	JOHN C. AVERILL,	Norwich, "
General Counsel,	BRANDEGEE, KENEALY & BRENNAN,	New London, "

Principal Officers. — Continued.**Officers of Lessees.**

Title.	Name.	Official address.
Auditor,	W. G. CRABBE,	St. Albans, Vt.
General Manager,	GEORGE C. JONES,	" "
Superintendent,	W. E. COSTELLO,	New London, Conn.
Gen'l Freight Agent,	C. E. DEWEY,	St. Albans, Vt.
Gen'l Passenger Agent,	J. W. HANLEY,	" "

Officer to whom correspondence concerning this report should be addressed:
J. A. Southard, Secretary, New London, Conn.

Transportation Corporations Controlled by Respondent.

(Company's Account.)

Name.	CONTROL.			
	Sole or joint.	How established.	Extent.	Direct or indirect.
Inactive Corporation : West River Railroad Co.,	Sole.	Ownership of Stock,	All.	Direct.

Facts Pertaining to Control of Respondent.

(Company's Account.)

Date of last meeting of stockholders for election of directors: January 14, 1909.

Total number of stockholders at that date: 394.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

Road Operated — Entire Line.

(Lessee's Report.)

Name.	TERMINI.		Miles of line for each road named.
	From —	To —	
New London Northern,	New London, Conn., Brattleboro, Vt.		121

Road Leased or Otherwise Assigned for Operation.

(Company's Account.)

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
New London Northern,	New London, Conn.,	Brattleboro, Vt.,	121	Central Vermont Railway Co.
West River,	Brattleboro, Vt.,	Londonderry, Vt.,	36	Central Vermont Railway Co.
Total mileage,.....			157	

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (Single Track).	
	Main line.	Total.
Connecticut,	56.10	56.10
Massachusetts,	54.90	54.90
Vermont (N. L. N.),	10.00	10.00
Total mileage owned.	121.00	121.00

Road Assigned to Another Carrier through Lease or Other Agreement.

(Company's Account.)

Name of operating company.	TERMINI.		Miles of line.	Lease or agreement.*	
	From—	To—		Date.	Term.
Central Vermont Railway Co., Leased to the Central Vermont Railroad Company, (succeeded by the Central Vermont Railway Company), lease assumed by the Central Vermont Railway Company May 1, 1899.	New London, Conn., Brattleboro, Vt.,	Brattleboro, Vt., Londonderry, Vt.,	157	Dec. 1, 1891	99 years.

* Rental \$211,000 per annum. From August 1, 1899, \$3,552.50 annually additional for rent of Palmertown siding. From June 1, 1906, \$3,000 per annum for interest on West River Railroad bonds guaranteed by this company.

Capital Stock.

(Company's Account.)

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Common,	20,000	\$100	\$2,000,000	\$1,500,000	\$1,500,000	9 per ct.	\$185,000.00

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.	Remarks.
Issued for cash : Common, . . .	3,407	\$340,678.00	
Issued for acquisition of securities : Common, . . .	567	56,667.00	Stock of Amherst, Belchertown and Palmer Railroad.
Issued for reorganization : Common, . . .	11,026	1,102,660.00	Bonds.
Total, . . .	15,000	\$1,500,000.00	

Funded Debt.

(Company's Account.)

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.
	Date of issue.	Date of maturity.			
Consolidated Mortg. Bonds,	1880	1910, July 1.	\$312,000	\$312,000	\$312,000.00
" " "	1885	"	300,000	300,000	300,000.00
" " "	1892	"	388,000	388,000	388,000.00
Total, . . . . .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000.00

Funded Debt.—Continued.**INTEREST.**

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total,	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

(Company's Account.)

Class of debt.	Total par value outstanding.	Total par value not held by respondent corporation.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage Bonds, .	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash :	\$1,500,000	\$1,545,474
Total,	\$1,500,000	\$1,545,474

Recapitulation of Capitalization.

(Company's Account.)

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . .	\$1,500,000.00	\$1,500,000.00	121	\$12,397.00
Funded Debt, . .	1,500,000.00	1,500,000.00	121	12,397.00
Total,	\$3,000,000.00	\$3,000,000.00	.....	\$24,794.00

Current Assets and Liabilities.

(Company's Account.)

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1909.	
Cash,	\$81,765.04	Wages and salaries,	\$250.00
Due from Solvent Companies and Individuals,	1,000.00	Dividends not called for,	8,552.80
		Matured Interest Coupons unpaid,	654.84
		Total—Current Liabilities,	\$ 4,457.14
		Balance—Cash Assets,	78,807.90
Total,	\$82,765.04	Total,	\$82,765.04

Security for Funded Debt.

(Company's Account.)

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Consolidated,	New London, Conn.	Brattleboro, Vt.,	121	\$12,397

Expenditures for Equipment, General Expenditures, and Recapitulation.

(Company's Account.)

Account.	Total cost to June 30, 1908.	Total cost to June 30, 1909.	Cost per mile.
Road,	\$2,927,136.45	\$2,927,136.45	\$24,191.21
Equipment,	248,420.44	248,420.44	2,053.06
Total—entire line,	\$3,175,556.89	\$3,175,556.89	\$26,244.27

Income Account.

(Lessee's Account.)

OPERATING INCOME:**Rail Operations:**

Operating revenues, . . .	\$1,090,174.13
Operating expenses, . . .	846,778.27

Net operating revenue, . . .	\$243,395.86
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Total net revenue, . . .	\$243,395.86
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Taxes accrued, . . .	48,000.00
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Operating income, . . .	\$195,395.86
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Gross corporate income, . . .	\$195,395.86
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DEDUCTIONS FROM GROSS CORPORATE INCOME:**Other Rents — Debits:**

Hire of equipment — balance, . . .	\$60,744.51
Miscellaneous rents, . . .	203,952.50

	\$264,697.01
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Other deductions, . . .	17,643.07
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Total deductions from gross corporate income, . . .	282,340.08
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Net corporate loss, . . .	\$86,944.22
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(Company's Account.)

GROSS INCOME from lease of road, . . .	\$216,552.50
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Salaries and maintenance of organization, . . .	3,795.36
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Net income from lease of road, . . .	\$212,757.14
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OTHER INCOME:

Interest on other securities, loans and accounts, . . .	1,261.62
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Gross corporate income, . . .	\$214,018.76
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DEDUCTIONS FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt, . . .	\$68,120.00
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Other interest (on West River Railroad bonds), . . .	3,000.00
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Total deductions from gross corporate income, . . .	71,120.00
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Net corporate income, . . .	\$142,898.76
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DISPOSITION OF NET CORPORATE INCOME:**Dividends declared:****On common stock:**

9 per cent. payable July, October, January and April, . . .	\$135,000.00
--	--------------

	135,000.00
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Balance for year carried forward to credit of profit and loss, . . .	\$7,898.76
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Profit and Loss Account.

(Company's Account.)

Debit.		Credit.	
Balance Credit, June 30, 1909, carried to Balance Sheet—	\$551,107.81	Balance June 30, 1908, . Balance for year brought forward from Income Account,	\$548,209.05 7,898.76
	\$551,107.81		\$551,107.81

Operating Revenues — Entire Line.

(Lessee's Account.)

I. REVENUE FROM TRANSPORTATION:

	Total revenue.
Freight revenue,	\$802,460.78
Passenger revenue,	209,735.31
Excess baggage revenue,	1,652.68
Mail revenue,	20,472.99
Express revenue,	23,989.14
Milk revenue (on passenger trains),	6,157.56
Other passenger-train revenue,	1,054.47
Total passenger service train revenue,	\$263,062.15
Switching revenue,	10,099.70
Special service train revenue,	150.00
Miscellaneous transportation revenue,	2,937.91
Total revenue from transportation,	\$1,078,710.54

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:

Station and train privileges,	\$689.38
Parcel-room receipts,	77.65
Storage — freight,	34.01
Storage — baggage,	74.20
Car service,	2,093.50
Rents of buildings and other property,	363.25
Miscellaneous,	8,131.60

Total revenue from operations other than transportation, **\$11,463.59**

Total operating revenues — entire line, **\$1,090,174.13**

Railway Stocks Owned.

2. INACTIVE CORPORATIONS (Company's Account).

Name of corporation.	Name of security.	Total par value of stock outstanding.	Par value of stocks owned unpledged.	Valuation of stocks owned.
West River Railroad,	Common Stock.	\$150,000.00	\$150,000.00	\$150,000.00

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the Commission? No.

Operating Expenses—Entire Line.

(Lessee's Account.)

I. MAINTENANCE OF WAY AND STRUCTURES:

	Amount.	Ratio A, (per cent.)	Ratio B, (per cent.)
Superintendence,	\$4,747.35	4.19	.56
Ballast,	814.73	.72	.09
Ties,	35,601.87	31.44	4.24
Rails,	1,014.38	.90	.12
Other track material,	5,275.98	4.66	.62
Roadway and track,	41,873.39	36.97	4.94
Removal of snow, sand and ice,	2,030.60	1.79	.24
Bridges, trestles and culverts,	8,136.51	7.19	.96
Over and under grade crossings,	254.49	.23	.03
Grade crossings, fences, cattle guards and signs,	2,693.58	2.38	.32
Snow and sand fences and snowsheds,	8.50	.01	.00
Signals and interlocking plants,	368.99	.32	.04
Telegraph and telephone lines,	596.05	.53	.07
Buildings, fixtures and grounds,	6,087.95	5.38	.72
Docks and wharves,	2,401.71	2.12	.28
Roadway tools and supplies,	1,081.29	.95	.12
Injuries to persons,	104.34	.09	.01
Stationery and printing,	141.79	.13	.02
Total of foregoing accounts,	\$113,233.50	100.00	13.38

II. MAINTENANCE OF EQUIPMENT:

Superintendence,	\$3,077.49	7.74	.36
Steam locomotives—repairs,	25,076.29	63.03	2.96
Passenger-train cars—repairs,	3,774.24	9.49	.45
Freight-train cars—repairs,	6,653.97	16.72	.79
Work equipment—repairs,	33.30	.08	.00
Shop machinery and tools,	694.42	1.75	.08
Injuries to persons,	48.56	.11	.01
Stationery and printing,	429.22	1.08	.05
Total of foregoing accounts,	\$39,787.49	100.00	4.70

Operating Expenses.—Continued.**III. TRAFFIC EXPENSES:**

Superintendence,	\$5,534.02	20.62	.66
Outside agencies,	7,759.17	28.90	.92
Advertising,	2,830.01	10.54	.33
Traffic associations,	335.11	1.25	.04
Fast freight lines,	8,254.20	30.75	.97
Stationery and printing, . . .	2,129.50	7.94	.25
Total of foregoing accounts, .	\$26,842.01	100.00	3.17

IV. TRANSPORTATION EXPENSES:

Superintendence,	\$7,792.22	1.23	.92
Dispatching trains,	4,638.22	.73	.55
Station employees,	263,131.44	41.38	31.07
Weighing and car-service associations,	1.45	.00	.00
Station supplies and expenses,	8,850.71	1.39	1.05
Yardmasters and their clerks,	6,057.05	.96	.71
Yard conductors and brakemen,	6,300.49	.99	.74
Yard supplies and expenses,	687.22	.11	.08
Yard enginemen,	5,899.45	.93	.71
Enginehouse expenses — yard,	2,273.00	.36	.27
Fuel for yard locomotives,	27,164.97	4.27	3.21
Water for yard locomotives,	379.81	.06	.04
Lubricants for yard locomotives,	237.82	.04	.03
Other supplies for yard locomotives,	205.02	.03	.02
Road enginemen,	41,724.97	6.56	4.93
Enginehouse expenses — road,	11,812.21	1.86	1.40
Fuel for road locomotives,	140,555.24	22.10	16.60
Water for road locomotives,	3,565.08	.56	.42
Lubricants for road locomotives,	1,124.86	.18	.13
Other supplies for road locomotives,	1,686.52	.26	.20
Road trainmen,	47,257.42	7.45	5.58
Train supplies and expenses,	8,283.91	1.33	.98
Interlockers and block and other signals — operation,	85.06	.01	.01
Crossing flagmen and gatemen,	3,641.76	.57	.43
Drawbridge operation,	75.34	.01	.01
Clearing wrecks,	782.32	.12	.09
Telegraph and telephone — operation,	2,436.26	.38	.29
Stationery and printing,	5,329.98	.83	.62
Loss and damage — freight,	12,169.02	1.90	1.44
Loss and damage — baggage,	169.18	.02	.02
Damage to property,	8,747.65	1.38	1.03
Damage to stock on right of way,	335.00	.05	.04
Injuries to persons,	12,442.82	1.95	1.47
Total of foregoing accounts, .	\$635,843.47	100.00	75.09

Operating Expenses.—*Continued.*

V. GENERAL EXPENSES:

Salaries and expenses of general officers,	\$5,345.16	19.75	.63
Salaries and expenses of clerks and attendants,	11,739.32	43.38	1.39
General office supplies and expenses,	587.56	2.17	.07
Law expenses,	3,287.09	12.15	.39
Insurance,	4,134.18	15.28	.49
Stationery and printing,	1,537.78	5.68	.18
Other expenses,	430.99	1.59	.05

Total of foregoing accounts,	\$27,062.08	100.00	3.20
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Total operating expenses,	\$842,768.55		
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Summary.

MAINTENANCE OF WAY AND STRUCTURES:

Total of accounts,	\$113,233.50
Maintaining joint tracks, yards and other facilities — Dr.,	1,704.35
Maintaining joint tracks, yards and other facilities — Cr.,	* 1,875.00

Total — Maintenance of way and structures,	\$113,062.85
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Ratio to total operating expenses (per cent.),	13.35
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MAINTENANCE OF EQUIPMENT:

Total of accounts,	\$39,787.49
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Total — Maintenance of equipment,	\$39,787.49
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Ratio to total operating expenses (per cent.),	4.70
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TRAFFIC EXPENSES:

Total of accounts,	\$26,842.01
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Total — Traffic expenses,	\$26,842.01
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Ratio to total operating expenses (per cent.),	3.17
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TRANSPORTATION EXPENSES:

Total of accounts,	\$635,843.47
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Operating joint yards and terminals — Dr.,	\$7,964.06	
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Operating joint yards and terminals — Cr.,	4,326.93	3,637.13
--	----------	----------

Operating joint tracks and facilities — Dr.,		543.24
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Total — Transportation expenses,	\$640,023.84
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Ratio to total operating expenses (per cent.),	75.59
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*Deduction.

Operating Expenses.—Continued.**GENERAL EXPENSES:**

General administration joint tracks, yards and terminals—Dr.,	\$27,062.08
Total—General expenses,	\$27,062.08
Ratio to total operating expenses (per cent.), .	3.19
Total operating expenses,	\$846,778.27
Ratio of operating expenses to operating revenues (per cent.),	77.66

Rents Receivable.**FROM LEASE OF ROAD (Company's Account).**

Road leased.	Location.	Name of lessee.	Amount.
New London Northern, Including West River, }	Connecticut, Massachusetts, Vermont,	Central Vermont Railway Co.	\$316,552.50

Rents Payable.**FOR LEASE OF ROAD (Lessee's Account).**

Road leased.	Cash.	Total.
New London Northern R. R.....	\$208,952.50	\$208,952.50

Taxes and Assessments. .**FOR REPORTING COMPANY'S LEASED AND OPERATED LINES (Lessee's Account).**

Name of road.	Ad valorem tax on the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	Total.
New London Northern.....	\$48,000.00	\$48,000.00

Comparative General Balance Sheet.

(Company's Account.)

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.
\$3,927,186.45	Cost of Road (p. 204),	\$3,927,186.45	.....
248,420.44	Cost of equipment (p. 204),	248,420.44	.....
150,000.00	Stocks owned (p. 207),	150,000.00	.....
	Other Permanent Investments:		
187,498.02	West River R.R. (Constr.),	187,498.02	.....
5,000.00	Steamboat property,	5,000.00	.....
74,767.94	Cash and Current Assets,	82,765.04	\$7,997.10
5,000.00	New York Central & Hudson River 8 years Notes,	5,000.00	.....
\$3,547,817.85	Grand total,	\$3,555,814.95	\$7,997.10

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.
\$1,500,000.00	Capital stock (page 202),	\$1,500,000.00	
1,500,000.00	Funded debt (page 202),	1,500,000.00	
4,358.80	Current liabilities (page 204),	4,457.14	\$98.34
250.00	Accrued interest on West. River R. R. bonds,	250.00	
548,209.05	Profit and loss (page 206),	551,107.81	7,898.76
\$3,547,817.85	Grand total,	\$3,555,814.95	\$7,997.10

Contracts, Agreements, etc.

Contracts and agreements are made by the Central Vermont Railway Co., the operating company.

Employees and Salaries—Entire Line (Lessee's Account).

Class.	No. on June 30.	Total no. of days worked.	Total yearly compensation.	Av. daily compensation.
Officers,	2	780	\$4,360.00	\$5.84
General Office Clerks,	2	780	1,260.00	1.73
Station Agents,	31	11,816	21,673.00	1.93
Other Station Men,	313	97,844	165,587.76	1.70
Enginemen,	26	8,113	25,584.00	3.15
Firemen,	30	9,360	18,730.00	2.00
Conductors,	21	6,553	15,350.00	2.34
Other Trainmen,	40	12,480	25,958.40	2.08
Machinists,	14	4,025	10,546.26	2.63
Carpenters,	13	3,744	7,325.92	1.93
Other Shopmen,	44	12,423	20,592.68	1.70
Section Foremen,	27	8,224	15,730.00	1.91
Other Trackmen,	69	21,528	26,910.00	1.25
Switch Tenders, Crossing Tenders, and Watchmen,	11	3,432	6,247.20	1.82
Telegraph Operators and Dispatchers,	19	6,935	13,056.00	1.88
All other Employees and Laborers,	17	5,804	7,145.00	1.35
Total,	677	212,243	\$385,835.12	\$1.82
Distribution of above:				
Maintenance of Way and Structures,	104	32,248	49,244.40	1.53
Maintenance of Equipment,	63	17,701	31,750.86	1.79
Transportation Expenses,	507	160,884	299,820.86	1.86
General Expenses,	4	1,460	5,520.00	3.09
Total,—Entire Line,	677	212,243	\$385,835.12	\$1.82

Traffic and Mileage Statistics—Entire Line.

(Lessee's Account.)

Item.	No. passengers, tonnage, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	551,170	.....	.....	.....
No. of passengers carried one mile,	8,568,991	.....	.....	.....
No. of pass'gers carried 1 mile per mile of road,	70,818	.....	.....	.....
Average distance carried, miles,	15.54	.....	.....	.....
Total passenger revenue (p. 206), . . . . .	.....	209,785	81	.....
Average am't received from each passenger, . . . . .	.....	.....	88	0.5
Average receipts per passenger per mile, . . . . .	.....	.....	02	4.4
Total pass'r service, train revenue, (p. 206), . . . . .	.....	268,062	15	.....
Pass'r service, train rev. per mile of road, . . . . .	.....	2,174	06	.....
Pass'r service, train revenue per train mile, . . . . .	.....	.....	80	5.60
Freight Traffic:				
No. of tons carried of freight earning revenue, (p. 215)	1,759,706	.....	.....	.....
No. tons carried one mile,	68,912,406	.....	.....	.....
No. of tons carried one mile per mile of road,	569,524	.....	.....	.....
Average distance haul of one ton, miles,	39.16	.....	.....	.....
Total freight revenue (p. 206), . . . . .	.....	803,460	78	.....
Average am't received for each ton of freight, . . . . .	.....	.....	45	6.02
Average receipts per ton per mile, . . . . .	.....	.....	01	1.64
Freight revenue per mile of road, . . . . .	.....	6,681	90	.....
Freight revenue per train mile, . . . . .	.....	2	18	2.2
Total Traffic:				
Operating revenues (p. 205), . . . . .	.....	1,090,174	18	.....
Operating revenues per mile of road, . . . . .	.....	9,009	70	.....
Operating revenues per train mile, . . . . .	.....	1	55	0.9
Operating expenses (p. 210), . . . . .	.....	846,778	27	.....
Operating expenses per mile of road, . . . . .	.....	6,998	17	.....
Operating expenses per train mile, . . . . .	.....	1	20	4.7
Net operating revenue (p. 205), . . . . .	.....	243,395	86	.....
Net operating revenue per mile of road, . . . . .	.....	2,011	54	.....
Average number of passengers per car mile,				
Average number of passengers per train mile,	11.	.....	.....	.....
Average no. of passenger cars per train mile,	26.	.....	.....	.....
Average no. of tons of freight per loaded car mile,	8.27	.....	.....	.....
Average no. of tons of freight per train mile,	11.26	.....	.....	.....
Average no. of freight cars per train mile,	188.11	.....	.....	.....
Average no. of loaded cars per train mile,	20.88	.....	.....	.....
Average no. of empty cars per train mile,	16.26	.....	.....	.....
Average no. of empty cars per train mile,	8.62	.....	.....	.....
Average mileage operated during year,	121.	.....	.....	.....

Traffic and Mileage Statistics—Entire Line.—*Concluded.*

(Lessee's Account.)

Classification.	Item.	Total.
Locomotive Mileage, Revenue Service:		
Freight locomotive, miles,	894,815	
Passenger locomotive, miles,	329,930	
Special locomotive, miles,	160	
Switching locomotive, miles,	154,835	
Total revenue locomotive mileage,		879,240
Non-revenue service, locomotive miles,		27,853
Car Mileage, Revenue Service:		
Freight car, miles:		
Loaded,	6,118,928	
Empty,	1,861,424	
Caboose,	876,842	
Total freight car miles,		7,856,694
Passenger car, miles:		
Passenger,	732,148	
Sleeping, parlor, and observation,	41,414	
Other passenger train cars,	294,607	
Total passenger car, miles,		1,068,169
Special car, miles:		
Other passenger train cars,	29	
Total special car, miles,		29
Total revenue car, mileage,		8,924,892
Train Mileage, Revenue Service:		
Freight train, miles,	876,347	
Passenger train, miles,	326,543	
Total revenue train mileage,		702,890
Non-revenue service, train miles,		2,924

Freight Traffic Movement.

(Lessee's Account).

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain,	674	23,180	23,854	1.86
Flour,	113	9,264	9,377	.53
Other Mill Products,	1,467	81,416	32,883	1.86
Hay,	90	9,140	9,230	.53
Products of Animals:				
Live Stock,	1,160	3,461	4,621	.26
Other Packing-House Products,	472	4,820	5,292	.80
Poultry, Game and Fish,	190	4,219	4,409	.25
Wool, . . . . .	.....	1,940	1,940	.11
Hides and Leather,	460	7,462	7,922	.45
Products of Mines:				
Anthracite Coal, . . . . .	.....	74,142	74,142	4.22
Bituminous Coal, . . . . .	.....	291,462	291,462	16.56
Coke, . . . . .	.....	940	940	.05
Ores, . . . . .	.....	742	742	.04
Stone, Sand, and other like articles,	50,196	32,198	82,394	4.69
Products of forests:				
Lumber,	11,640	27,180	38,820	2.21
Manufactures:				
Petroleum and other Oils, . . . . .	.....	7,460	7,460	.42
Sugar, . . . . .	.....	52,184	52,184	2.97
Iron, Pig and Bloom, . . . . .	.....	6,240	6,240	.86
Cement, Brick and Lime,	2,760	30,427	33,187	1.89
Wines, Liquors and Beers,	461	3,719	4,180	.24
Household Goods and Furniture,	486	3,740	4,176	.23
Other Manufactures,	74,682	219,460	294,142	16.71
Merchandise,	201,962	468,147	670,109	38.08
Miscellaneous:				
Other commodities not mentioned above,	17,960	82,040	100,000	5.68
Total Tonnage—Entire Line,	364,723	1,894,983	1,759,706	100.00

Description of Equipment—Entire Line.

(Lessee's Account.)

Item.	Number on June 30, 1908.	Number retired during year.	Number on June 30, 1909.	No. fitted with train brake.	No. fitted with au- tomatic coupler.
Locomotives—Owned or Leased :					
Freight,	12	0	12	12	12
Switching,	1	0	1	1	1
Total Locomotives in Service, .	18	0	18	13	18
Less Locomotives Leased, . .	5	0	5	5	5
Total Locomotives Owned, . .	8	0	8	8	8
Cars Owned or Leased :					
In Passenger Service :					
First-class Cars,	11	0	11	11	11
Combination Cars,	8	0	8	8	8
Baggage, Exp., and Postal Cars, .	2	0	2	2	2
Total,	21	0	21	21	21
Cars in Freight Service:					
Box Cars,	18	2	11	8	11
Flat Cars,	2	2	0	0	0
Coal Cars,	44	16	28	18	28
Total,	59	20	39	21	39
Cars in Company's Service :					
Derrick Cars,	1	0	1	0	1
Caboose Cars,	5	1	4	4	4
Other Road Cars,	30	1	29	1	29
Total,	36	2	34	5	34
Total Cars Owned,	116	22	94	47	94

Mileage—Entire Line.

A. Mileage of Road Operated (All Tracks). (Lessee's Account.)

Line in use.	Line owned, main line.	RAILS.	
		Iron.	Steel.
Miles of single track,	121.00	.....	121.00
Miles of yard track and sidings,	87.80	8.00	84.80
Total mileage operated (all tracks),	158.80	8.00	155.80

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory.	Line owned, main line.	Steel Rails.
Connecticut,	56.10	56.10
Massachusetts,	54.90	54.90
Vermont,	10.00	10.00
Total mileage operated (single track),	121.00	121.00

Renewals of Rails and Ties. (Lessee's Account.)

NEW RAILS LAID DURING YEAR.

None.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at distributing Point cents.
Chestnut,	68,015	50
Total,	68,015	50

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous coal—tons.	Soft Wood—cords.	Total Fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Revenue Service:					
Freight,	25,895.00	86.00	25,488.00	394,815	128.86
Passenger,	21,224.00	73.00	21,360.00	829,980	128.87
Special,	12.00		12.00	160	150.00
Switching,	9,922.00	34.00	9,989.00	154,885	128.80
Nonrevenue Service,	1,792.00	06.00	1,795.00	27,858	128.89
Total,	58,845.00	198.00	58,444.00	907,093	128.86
Average cost at distributing point,	2.88	1.77	2.79		

Accidents to Persons.

a. Accidents resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	TRAINMEN.		TRACKMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Parting of Trains,		1				1
Falling from Trains, Locomotives, or Cars,		8		1		9
Jumping on or off Trains, Locomotive, or Cars,		4				4
Struck by Trains, Locomotives, or Cars,	1		1		2	
Overhead Obstructions,		1				1
Other Causes,		2				2
Total,	1	16	1	1	2	17

OTHER PERSONS.

Kind of Accident.	PASSENGERS.		TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At Stations,		1		1		2
At other points along track,			1		1	
Total,		1	1	1	1	2

Accidents to Persons.—Continued.

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	STATION MEN.	SHOP- MEN.	TRACK- MEN.	OTHER EMPLOY- EES.	TOTAL.	PASSENG- ERS.
	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.
Handling Traffic,	1			3	4	
Handling Tools, Machinery, etc.,		8			8	
Handling Supplies, etc., . . .	2	2	8		12	
Getting on or off Locomotives or Cars at rest,		2			2	2
Total,	3	12	8	3	26	2

SUMMARY.

Classification—Tables A and B.	Killed.	Injured.
Table A: Railway Employees,	2	17
Passengers,		1
Other Persons,	1	1
Table B: Railway Employees,		26
Passengers,		2
Total,	3	47

Characteristics of Road.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges : Iron,	38	2,640	8	208
Wooden,	20	313	10	26
Total,	58	2,953	....	....
Trestles,	18	2,771	17	464

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges,	4	14	10½
Total,	4	..	..
Overhead Railway Crossings :			
Bridges,	4	18	10
Total,	4	..	..
Tunnels,	1	16	..

GAUGE OF TRACK — 4 feet 8½ inches; 121 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
56	260	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

We, the undersigned, C. H. Osgood, President, and John C. Averill, Treasurer, of the New London Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

C. H. OSGOOD,

President.

JOHN C. AVERILL,

Treasurer.

Subscribed and sworn to before me this 13th day of September, 1909.

JUSTUS A. SOUTHARD,

Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

1. Exact name of common carrier making this report.—The New York, New Haven and Hartford Railroad Company.
2. Date of organization.—1907.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof.—See History.
4. If a consolidation company, name the constituent companies. Give reference to charters of each, and all amendments of same.—See History.
5. Date and authority for each consolidation.—See History.

History.

The name of the common carrier making this report is The New York, New Haven and Hartford Railroad Company.

On May 31, 1907, The Consolidated Railway Company, organized August 31, 1901, and The New York, New Haven and Hartford Railroad Company, organized August 6, 1872, merged under the name of The New York, New Haven and Hartford Railroad Company.

The charter and amendments thereto of the merging company first above named are to be found in Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 145, 706; Vol. XV, p. 489.

This company was chartered as The Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County, January 24, 1902, to The Worcester and Connecticut Eastern Railroad Company, and was again changed by the Superior Court for New Haven County on May 18, 1904, to The Consolidated Railway Company.

The charter and amendments thereto of the merged company second above named are found in Conn. Public Acts, 1871, Chaps. 129, 152; do. 1889, Chap. 166; 1899, Chaps. 198, 226, Sec. 18; Special Laws of Conn., Vol. VII, pp. 465, 688; Vol. VIII, p. 411; Vol. X, p. 1298; Vol. XI, p. 32; Vol. XII, pp. 348, 642; Vol. XIII, p. 41; Vol. XIV, pp. 15, 869; Vol. XV, p. 40; Mass. Acts and Resolves, 1872, Chap. 171; 1898, Chap. 399; 1901, Chap. 231; 1905, Chap. 252; 1906, Chaps. 160, 220, 237; 1907, Chap. 441. R. I. Acts and Resolves, Jan., 1892, p. 389; 1893, pp. 377, 379, 380; 1895, p. 165; 1897, p. 93; 1899, pp. 30, 35; 1900, pp. 79, 98; 1904, p. 103; 1905, p. 209; 1907, pp. 140, 184.

The constituent companies of The New York, New Haven and Hartford Railroad Company are:

The New York and New Haven Railroad Company: Special Laws of Conn., Vol. IV, pp. 1020, 1025, 1029, 1031; Vol. VI, pp. 88, 137, 226, 319, 716;

Conn. Public Acts, 1871, Chaps. 129, 152. Laws of New York, 1846, Chap. 195; 1848, Chap. 143. Mass. Acts and Resolves, 1872, Chap. 171.

The Hartford and New Haven Railroad Company, which had itself been consolidated with The Hartford and Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with The Middletown Railroad Company in 1850; with Middletown Extension Railroad Company in 1861; with New Britain and Middletown Railroad Company in 1868; and with Windsor Locks and Suffield Railroad Company in 1871: Special Laws of Conn., Vol. I, pp. 1002, 1005, 1006; Vol. IV, pp. 874, 899, 900, 901, 903, 916, 917, 918, 919, 934, 938, 954, 967; Vol. V, pp. 32, 36, 570; Vol. VI, pp. 323, 578, 594, 791; Vol. VII, p. 688; Conn. Public Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1839, Chap. 101; 1844, Chap. 28; 1845, Chap. 42; 1847, Chap. 244; 1852, Chap. 87; 1868, Chap. 355; 1872, Chaps. 127, 171.

The Stamford and New Canaan Railroad Company, successor of New Canaan Railroad Company: Special Laws of Conn., Vol. VI, pp. 10, 22; Vol. VIII, p. 196; Vol. IX, p. 682.

The Hartford and Connecticut Valley Railroad Company, successor of Connecticut Valley Railroad Company: Special Laws of Conn., Vol. VI, pp. 398, 548; Vol. VIII, pp. 348, 420; Vol. IX, pp. 203, 679. Mass. Acts and Resolves, 1876, Chap. 43; 1881, Chap. 116; 1882, Chap. 118.

New York, Providence and Boston Railroad Company: Special Laws of Conn., Vol. I, pp. 1019, 1023; Vol. IV, pp. 975, 978, 979, 1032, 1033; Vol. V, pp. 47, 205, 227, 243, 592; Vol. VI, p. 374; Vol. VII, p. 938; Vol. VIII, p. 4; Vol. IX, pp. 28, 503. Mass. Acts and Resolves, 1889, Chap. 345. R. I. Acts and Resolves, June, 1832, p. 67; June, 1833, p. 10; June, 1836, p. 3; Jan., 1840, p. 83; Jan., 1841, p. 8; Oct., 1842, p. 68; Oct., 1846, p. 86; May, 1847, p. 57; Oct., 1847, p. 48; Jan., 1848, p. 32; June, 1851, p. 44; May, 1858, p. 51; Jan., 1862, p. 239; May, 1864, p. 32; Jan., 1865, p. 261; May, 1868, p. 27; Jan., 1872, p. 184; May, 1872, p. 69; Jan., 1873, p. 206; Jan., 1875, p. 261; May, 1875, p. 42; Jan., 1876, p. 191; May, 1879, pp. 38, 39; Jan., 1880, pp. 141, 142; Jan., 1881, pp. 174, 178; Jan., 1885, p. 197; Jan., 1888, p. 245; May, 1888, p. 91; Jan., 1891, pp. 240, 244, 322; May, 1891, pp. 39, 41; Jan., 1892, p. 389.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven: Special Laws of Conn., Vol. I, pp. 241, 242, 243; Vol. III, p. 283; Vol. VI, p. 182; Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven: General Assembly, Colony of Conn., May, 1760; do. May, 1772; do. State of Conn., 1790. Special Laws of Conn., Vol. I, pp. 497, 498, 502, 523, 525; Vol. VI, p. 9; Vol. XII, p. 632.

Shore Line Railway Company, successor in 1864 to The New Haven, New London and Stonington Railroad Company, which was formed by a merger in 1856 of New Haven and New London Railroad Company with New London and Stonington Railroad Company: Special Laws of Conn., Vol. IV, pp. 967, 973, 974, 975, 979; Vol. V, pp. 47, 243, 590, 766; Vol. VI, pp. 327, 394, 906; Vol. VIII, p. 364; U. S. Statutes at Large, Vol. IX, p. 165.

The Housatonic Railroad Company: Special Laws of Conn., Vol. 1,

p. 1025; Vol. IV, pp. 921, 922, 924, 925, 926, 927, 928; Vol. V, pp. 578, 609; Vol. IX, p. 617; Conn. Private Acts, 1870, p. 115. Mass. Acts and Resolves, 1847, Chap. 272; 1885, Chap. 338; 1886, Chap. 335; 1892, Chap. 227.

Shepaug, Litchfield and Northern Railroad Company, successor of Shepaug Valley Railroad Company and Shepaug Railroad Company: Special Laws of Conn., Vol. VI, pp. 96, 395, 790, 849; Vol. VII, pp. 3, 463; Vol. IX, p. 800; Vol. X, pp. 478, 847, 1342.

New Haven and Derby Railroad Company: Special Laws of Conn., Vol. V, p. 653; Vol. VI, p. 171, 826; Vol. VII, pp. 114, 343; Vol. VIII, p. 55; Vol. X, p. 23.

Danbury and Norwalk Railroad Company: Special Laws of Conn., Vol. I, p. 998; Vol. IV, pp. 885, 887; Vol. VI, pp. 48, 373, 655; Vol. VIII, p. 418; Vol. IX, pp. 329, 949.

Colchester Railway Company: Special Laws of Conn., Vol. VIII, p. 34.

The Rockville Railroad Company: Special Laws of Conn., Vol. V, pp. 139, 557; Vol. VIII, p. 418; Vol. X, p. 1107.

Rhode Island and Massachusetts Railroad Company, R. I. Div., incorporated under name of Rhode Island Mining Railroad Company: R. I. Acts and Resolves, Jan., 1865, p. 238; May, 1871, p. 54; Jan., 1872, p. 209; Jan., 1875, p. 254; May, 1875, p. 44; Jan. 1880, p. 143; Jan., 1882, p. 225; Jan., 1887, p. 242; Jan., 1888, p. 292A; Jan., 1890, p. 278; Jan., 1891, p. 322. Mass. Acts and Resolves, 1873, Chap. 214; 1890, Chap. 340.

The Naugatuck Railroad Company: Special Laws of Conn. Vol. IV, pp. 944, 949, 950, 951, 952; Vol. V, pp. 75, 753; Vol. VI, pp. 8, 9, 23, 293, 709.

The Watertown and Waterbury Railroad Company: Special Laws of Conn., Vol. VI, p. 647; Vol. XI, p. 31; sold under foreclosure of mortgage by Treasurer State of Conn. to Naugatuck Railroad Company in 1893.

Providence and Springfield Railroad Company, successor in 1872 to Woonasquatucket Railroad Company: R. I. Acts and Resolves, Jan., 1857, p. 62; May, 1865, p. 133; Jan., 1872, pp. 142, 215; May, 1874, p. 32; Jan., 1890, p. 264; Jan., 1891, pp. 241, 242; May, 1891, p. 43. Special Laws of Conn., Vol. X, p. 560. Mass. Acts and Resolves, 1891, Chap. 387.

Woonsocket and Pascoag Railroad Company: R. I. Acts and Resolves, May, 1887, p. 16; 1891, p. 245.

The Middletown, Meriden and Waterbury Railroad Company, formerly The Meriden and Cromwell Railroad Company and The Meriden and Waterbury Railroad Company, consolidated, 1887, under name of The Meriden, Waterbury and Connecticut River Railroad Company; sold under foreclosure of mortgage and came into possession of Middletown, Meriden and Waterbury Railroad Company in 1898; original companies organized under general laws of State of Conn.: M. and C., July 10, 1882; M. and W., May 24, 1887; M., M. and W., November 3, 1898. Amendments, Special Laws of Conn., Vol. IX, p. 767; Vol. X, pp. 481, 745, 814.

Boston and New York Air Line Railroad Company, successor of New Haven, Middletown and Willimantic Railroad Company: Special Laws of Conn., Vol. VI, pp. 286, 329, 652; Vol. VII, pp. 2, 31, 273, 543, 767, 885; Vol. XII, p. 515.

The Providence Terminal Company, incorporated as New York, Providence and Boston and Old Colony Railroad Terminal Company: R. I. Acts and Resolves, May, 1891, p. 39; Jan., 1904, p. 103.

The Manufacturers Railroad Company, successor to The Manufacturers Street Railway Company of New Haven: Special Laws of Conn., Vol. XI, p. 861; Vol. XII, pp. 296, 1017; Vol. XIII, p. 817; Vol. XIV, p. 123.

Pawtuxet Valley Railroad Company: R. I. Acts and Resolves, May, 1868, p. 42; Jan., 1869, p. 207; May, 1872, p. 69; Jan., 1873, p. 203; May, 1875, p. 40; May, 1879, p. 23; Jan., 1880, p. 141; Jan., 1900, p. 98.

The New England Railroad Company, successor in 1895 to the New York and New England Railroad Company: Special Laws of Conn., Vol. XII, p. 8. Mass. Acts and Resolves, 1895, Chap. 484; 1908, Chap. 554. R. I. Acts and Resolves, May, 1895, p. 12. (The New England Railroad Company is lessee for one hundred years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company: for five years from April 1, 1902, of the property of the Milford and Woonsocket Railroad Company; for five years from April 1, 1902, of the property of the Milford, Franklin and Providence Railroad Company; also operates Rhode Island and Massachusetts Railroad, in Massachusetts, pending lease.)

The People's Tramway Company: Special Laws of Conn., Vol. XI, p. 1045; Vol. XII, p. 1037; Vol. XIII, p. 387.

The Putnam and Thompson Street Railway Company: Special Laws of Conn., Vol. XI, p. 746; Vol. XII, pp. 395, 1026.

The Danielson and Norwich Street Railway Company: Special Laws of Conn., Vol. XIII, p. 800.

The Winchester Avenue Railroad Company: Special Laws of Conn., Vol. X, p. 1224; Vol. XI, p. 995; Vol. XII, pp. 391, 1041; Vol. XIII, p. 902; Vol. XIV, p. 390.

New Haven and West Haven Horse Railroad Company: Special Laws of Conn., Vol. V, p. 741; Vol. VI, pp. 64, 140, 619, 793; Vol. VII, pp. 787, 788; Vol. VIII, pp. 105, 215; Vol. IX, p. 167; Vol. X, pp. 1129, 1322; Vol. XI, p. 994.

The Fair Haven and Westville Railroad Company: Special Laws of Conn., Vol. V, pp. 370, 498, 502, 620, 627, 655; Vol. VI, pp. 51, 404, 949; Vol. VII, pp. 382, 899; Vol. X, pp. 326, 356, 959, 1203; Vol. XI, pp. 863, 1040, 1066, 1160; Vol. XII, p. 472, 1019; Vol. XIII, pp. 369, 1024; Vol. XIV, p. 389.

The New Haven Street Railway Company, including State Street Horse Railroad Company, New Haven and Morris Cove Railroad Company, Edgewood Street Railroad Company, Lake Saltonstall Railroad Company, New Haven and East Haven River Railway Company: Special Laws of Conn., Vol. VI, pp. 344, 346, 792; Vol. VII, pp. 63, 145, 314, 675, 787, 813, 873; Vol. VIII, p. 374; Vol. IX, p. 167; Vol. X, p. 1040; Vol. XI, pp. 843, 846, 863, 1042, 1065, 1066, 1070; Vol. XII, pp. 473, 919, 1015; Vol. XIII, p. 369.

The New Haven and Centerville Street Railway Company: Special Laws of Conn., Vol. V, p. 701; Vol. VI, pp. 98, 404, 611, 954; Vol. VII, pp. 619, 742, 776, 787, 890; Vol. IX, pp. 167, 802; Vol. XI, p. 1027; Vol. XII, p. 478; Vol. XIII, p. 369.

Meriden Electric Railroad Company: Special Laws of Conn., Vol. X,

pp. 332, 744, 839, 1293; Vol. XI, p. 894; Vol. XII, p. 73; Vol. XIII, pp. 529, 1185; Vol. XIV, p. 471.

The Wallingford Tramway Company: Special Laws of Conn., Vol. XIV, p. 239.

New London Street Railway Company: Special Laws of Conn., Vol. VII, p. 565; Vol. X, p. 318; Vol. XI, p. 976; Vol. XII, p. 739; Vol. XIII, p. 202; Vol. XIV, p. 478.

The Norwich Street Railway Company: Special Laws of Conn., Vol. V, pp. 575, 762; Vol. VI, pp. 304, 575, 828; Vol. IX, pp. 614, 887; Vol. X, p. 1067; Vol. XI, p. 852; Vol. XII, pp. 313, 1193; Vol. XIII, p. 273; Vol. XIV, p. 87. Conn. Private Acts, 1870, p. 196; 1875, pp. 4, 72.

Montville Street Railway Company: Special Laws of Conn., Vol. X, p. 1135; Vol. XI, p. 840; Vol. XII, p. 620; Vol. XIII, p. 50.

The Middletown Street Railway Company, including Portland Street Railway Company: Special Laws of Conn., Vol. VII, p. 26; Vol. X, pp. 178, 345, 724; Vol. XI, pp. 858, 865; Vol. XII, pp. 349, 398, 631; Vol. XIII, pp. 340, 998; Vol. XIV, p. 411.

Hartford Street Railway Company, including part of The Newington Tramway Company: Special Laws of Conn., Vol. V, pp. 306, 492, 506, 619, 743; Vol. VI, pp. 179, 838; Vol. VII, p. 265; Vol. X, pp. 69, 431, Vol. XI, pp. 1035, 1082; Vol. XII, pp. 208, 682, 686; Vol. XIII, p. 335; Vol. XIV, pp. 277, 820.

The East Hartford and Glastonbury Street Railway Company: Special Laws of Conn., Vol. VI, pp. 85, 180, 344, 734; Vol. X, p. 271; Vol. XI, p. 675; Vol. XIII, p. 48; Vol. XIV, pp. 228, 820.

The Greenwich Tramway Company: Special Laws of Conn., Vol. XI, p. 888; Vol. XII, pp. 420, 1023; Vol. XIII, pp. 229, 230, 632; Vol. XIV, pp. 122, 257, 883.

The Branford Lighting and Water Company: Special Laws of Conn., Vol. XII, pp. 104, 846, 1012; Vol. XIII, pp. 334, 791; Vol. XIV, pp. 204, 652.

Stamford Street Railroad Company: Special Laws of Conn., Vol. X, pp. 236, 637, 1199; Vol. XI, p. 1100; Vol. XII, pp. 315, 495, 1193; Vol. XIII, pp. 323, 655; Vol. XIV, pp. 310, 1061.

The Suffield Street Railway Company: Special Laws of Conn., Vol. XIII, p. 1093; Vol. XIV, pp. 183, 555.

Willimantic Traction Company: Special Laws of Conn., Vol. XIII, p. 1099; Vol. XIV, p. 683.

The Hartford and Middletown Street Railway Company: Special Laws of Conn., Vol. XIV, p. 997.

The Hartford, Manchester and Rockville Tramway Company: Special Laws of Conn., Vol. XI, pp. 752, 968; Vol. XII, pp. 346, 876; Vol. XIV, pp. 87, 670.

The Waterbury and Pomperaug Valley Street Railway Company, formerly The Woodbury and Seymour Street Railway Company, includes The Woodbury and Waterbury Street Railway Company: Special Laws of Conn., Vol. XIV, pp. 187, 315.

The Torrington and Winchester Street Railway Company: Special Laws of Conn., Vol. XII, p. 676; Vol. XIII, p. 640; Vol. XIV, pp. 33, 37.

The Meriden, Southington and Compounce Tramway Company: Special

Laws of Conn., Vol. XII, p. 863; Vol. XIII, pp. 386, 1217; Vol. XIV, pp. 471, 1088.

The Village Water Company of Suffield: **Special Laws of Conn.**, Vol. XII, p. 262; Vol. XIII, p. 854; Vol. XIV, p. 183.

The Stafford Springs Street Railway Company: **Special Laws of Conn.**, Vol. XIII, p. 916; Vol. XIV, pp. 275, 890.

The dates and authorities for the consolidations are as given above and as follows: ;

The New York, New Haven and Hartford Railroad Company with and in The Consolidated Railway Company, under the name of The New York, New Haven and Hartford Railroad Company, May 31, 1907: **Special Laws of Conn.**, Vol. XIII, p. 747; Vol. XV, p. 40.

The Hartford and New Haven Railroad Company with and in The New York and New Haven Railroad Company under the name of The New York, New Haven and Hartford Railroad Company, August 6, 1872: **Conn. Public Acts**, 1871, Chap. 129. **Mass. Acts and Resolves**, 1872, Chap. 171.

The New York, New Haven and Hartford Railroad Company with:

The Stamford and New Canaan Railroad Company, October 1, 1890: **Special Laws of Conn.**, Vol. X, p. 1298.

The Hartford and Connecticut Valley Railroad Company, December 21, 1892: **Special Laws of Conn.**, Vol. X, p. 1298.

New York, Providence and Boston Railroad Company, February 13, 1893: **Special Laws of Conn.**, Vol. X, p. 1298. **R. I. Acts and Resolves**, January, 1892, p. 389; *do.* January, 1893, p. 377.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895: **Special Laws of Conn.**, Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895: **Special Laws of Conn.**, Vol. XII, p. 632.

Shore Line Railway Company, March 18, 1897: **Special Laws of Conn.**, Vol. X, p. 1298.

The Housatonic Railroad Company, March 28, 1898: **Special Laws of Conn.**, Vol. X, p. 1298.

Shepaug, Litchfield and Northern Railroad Company, July 9, 1898: **Special Laws of Conn.**, Vol. X, p. 1298.

New Haven and Derby Railroad Company, November 3, 1905: **Special Laws of Conn.**, Vol. XIV, p. 869; Vol. XV, p. 40.

Danbury and Norwalk Railroad Company, October 26, 1905: **Special Laws of Conn.**, Vol. XIV, p. 869; Vol. XV, p. 40.

Colchester Railway Company, December 16, 1905: **Special Laws of Conn.**, Vol. XIV, p. 869; Vol. XV, p. 40.

The Rockville Railroad Company, November 6, 1905: **Special Laws of Conn.**, Vol. XIV, p. 869; Vol. XV, p. 40.

Rhode Island and Massachusetts Railroad Company (R. I. Div.), November 3, 1905: **Special Laws of Conn.**, Vol. XIV, p. 869.

The Naugatuck Railroad Company, January 31, 1906: **Special Laws of Conn.**, Vol. XIV, p. 869; Vol. XV, p. 40.

Providence and Springfield Railroad Company, October 30, 1905: **Special Laws of Conn.**, Vol. XIV, p. 869.

Woonsocket and Pascoag Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Middletown, Meriden and Waterbury Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Providence Terminal Company, December 29, 1906: Special Laws of Conn., Vol. XIV, p. 869.

Boston and New York Air Line Railroad Company, January 30, 1907: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Manufacturers Railroad Company, April 30, 1907: Special Laws of Conn., Vol. XIV, p. 869.

Pawtuxet Valley Railroad Company, February 5, 1907: R. I. Acts and Resolves, January, 1907, p. 184.

The Consolidated Railway Company with:

The People's Tramway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Danielson and Norwich Street Railway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Wallingford Tramway Company, May 14, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Winchester Avenue Railroad Company, May 20, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Fair Haven and Westville Railroad Company, May 23, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Meriden Electric Railroad Company, June 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Norwich Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Montville Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

New London Street Railway Company, October 22, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Middletown Street Railway Company, November 28, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Hartford Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The East Hartford and Glastonbury Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Greenwich Tramway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Branford Lighting and Water Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Stamford Street Railroad Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Suffield Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Willimantic Traction Company, December 6, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford and Middletown Street Railway Company, March 13, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford, Manchester and Rockville Tramway Company, March 26, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Waterbury and Pomperaug Valley Street Railway Company, April, 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The New York, New Haven and Hartford Railroad Company with The Torrington and Winchester Street Railway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Meriden, Southington and Compounce Tramway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Village Water Company of Suffield, January 31, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New England Railroad Company, April 1, 1908: Mass. Acts and Resolves, 1905, Chap. 252. Special Laws of Conn., Vol. XIV, p. 869; XV, p. 40.

The Stafford Springs Street Railway Company, June 30, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New York, New Haven and Hartford Railroad Company also controls, by leases, the railroads and railways of the following corporations:

Harlem River and Port Chester Railroad Company, ninety-nine years from October 1, 1873.

The New Haven and Northampton Company (lessee in perpetuity of the Holyoke and Westfield Railroad Company), ninety-nine years from April 1, 1887.

Providence and Worcester Railroad Company, ninety-nine years from July 1, 1892.

Old Colony Railroad Company (lessee for ninety-nine years from April 1, 1888, of property of Boston and Providence Railroad Corporation, for ninety-five years nine months from July 1, 1891, of property of the Providence, Warren and Bristol Railroad Company, and for ninety-nine years from December 1, 1892, of property of the Plymouth and Middleborough Railroad Company), ninety-nine years from March 1, 1893.

Berkshire Railroad Company, ninety-nine years from April 1, 1893.

The New England Railroad Company (lessee for one hundred years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company; for five years from April 1, 1902, of the property of the Milford and Woonsocket Railroad Company; for five years from April 1, 1902, of the property of the Milford, Franklin and Providence Railroad Company; also operates Rhode Island and Massachusetts Railroad, in Massachusetts, pending lease), ninety-nine years from July 1, 1898.

The New York, New Haven and Hartford Railroad Company operated The Chatham Railroad Company under a contract dated June 16, 1905, continuing until June 30, 1910, and thereafter until terminated by notice.

The Connecticut Railway and Lighting Company was leased to the Consolidated Railway Company for a term of 999 years, effective August 1, 1906.

The property, rights and franchises of the West Shore Railway Company are leased to the Winchester Avenue Railroad Company for ninety-nine years from December 15, 1895.

The Connecticut Railway and Lighting Company was leased to the

Consolidated Railway Company for a term of 999 years, effective August 1, 1906.

The Connecticut Company, by agreement with The New York, New Haven and Hartford Railroad Company, dated June 1, 1907, operates electric railway lines of The New York, New Haven and Hartford Railroad Company.

Directors.

Names of directors.	Post-office address.	Date of expiration of term.
WILLIAM ROCKEFELLER,	New York City,	3d Wednesday in October
J. PIERPONT MORGAN,	New York City,	" "
GEO. MACCULLOCH MILLER,	New York City,	" "
NATHANIEL THAYER,	Boston, Mass.,	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DE VER WARNER,	Bridgeport, Conn.,	" "
*FRANK W. CHENEY,	South Manchester, Conn.,	" "
EDWIN MILNER,	Moosup, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "
D. NEWTON BARNEY,	Farmington, Conn.,	" "
CHARLES S. MELLEN,	New Haven, Conn.,	" "
H. MCK. TWOMBLY,	New York City,	" "
ROBERT W. TAFT,	Providence, R. I.,	" "
JOHN H. WHITTEMORE,	Naugatuck, Conn.,	" "
JAMES S. ELTON,	Waterbury, Conn.,	" "
JAMES S. HEMINGWAY,	New Haven, Conn.,	" "
JAMES MCCREA,	Philadelphia, Pa.,	" "
A. HEATON ROBERTSON,	New Haven, Conn.,	" "
FREDERICK F. BREWSTER,	New Haven, Conn.,	" "
HENRY K. MCHARG,	Stamford, Conn.,	" "
LEWIS CASS LEDYARD,	New York City,	" "
CHARLES M. PRATT,	New York City,	" "
AMORY A. LAWRENCE,	Boston, Mass.,	" "
ALEXANDER COCHRANE,	Boston, Mass.,	" "

Principal Officers.

Title.	Name.	Official Address.
Chairman of the Board,	C. S. MELLEN,	New Haven, Conn.
President,	C. S. MELLEN,	New Haven, Conn.
Vice-President,	T. E. BYRNES,	Boston, Mass.
Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Vice-President,	E. H. MCHENRY,	New Haven, Conn.
Vice-President,	E. G. BUCKLAND,	Providence, R. I.
Vice-President,	BENJAMIN CAMPBELL,	New Haven, Conn.
Secretary,	JOHN G. PARKER,	New Haven, Conn.
Treasurer,	AUGUSTUS S. MAY,	New Haven, Conn.
General Counsel,	E. D. ROBBINS,	New Haven, Conn.
General Auditor,	J. M. TOMLINSON,	New Haven, Conn.
General Manager,	S. HIGGINS,	New Haven, Conn.
Chief Engineer,	EDWARD GAGEL,	New Haven, Conn.

*Deceased

Principal Officers.—Continued.

Title.	Name.	Official Address.
General Superintendent,	W. G. BIERD,	New Haven, Conn.
Freight Traffic Manager,	R. T. HASKINS,	New York, N. Y.
General Freight Agent,	L. H. KENTFIELD,	New Haven, Conn.
General Passenger Agent,	A. B. SMITH,	New Haven, Conn.
Commissioner,	A. A. MAXWELL,	New Haven, Conn.

Officer to whom correspondence concerning this report should be addressed: J. M. Tomlinson, General Auditor, New Haven, Conn.

Transportation Corporations Controlled by Respondent.

Name.	Sole or Joint.	How established.	Extent.	Direct or indirect
ACTIVE CORPORATIONS:				
The Harlem River and Port Chester Railroad Company, .	Sole.	Capital Stock.	100%	Direct.
New Haven and Northampton Company,	"	"	100%	"
The New England Navigation Company,	"	"	100%	"
The Hartford and New York Transportation Company, .	"	"	100%	"
The Connecticut Company, .	"	"	100%	"
New York, Ontario and Western Railway Company, .	"	"	50.1%	"
The Bennington and North Adams Street Railway Co., .	"	"	100%	"
Rhode Island and Massachusetts Railroad Company, .	"	"	100%	"
Milford, Franklin and Providence Railroad Company, .	"	"	100%	"
Milford and Woonsocket Railroad Company,	"	"	100%	"
The Rhode Island Company, .	"	"	100%	"
Berkshire Railroad Company, .	"	"	75.6%	"
Central New England Railway Company,	"	"	91.8%	"
New York and Stamford Railway Company,	"	"	100%	"
Farmington Street Railway Company,	"	"	69.2%	"
Wood River Branch Railroad Company,	"	"	56%	"

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

1. Date of last meeting of stockholders for election of directors: October 21, 1908.
2. Date of last closing of stock books before end of year for which this report is made: October 10, 1908, for annual meeting.
3. Total number of stockholders at that date: 16,155.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1909? No.

Road Operated — Entire Line.

Name.	From—	To—	Miles of road	Miles of each class
1a. N. Y., N. H. & H. R. R.,	Woodlawn Jc., N. Y., Cedar Hill Jc., New Haven, Conn.,	Providence, R. I. Springfield, Mass.	173.23 60.17—	233.49
1b. New Canaan Branch, Berkshire Branch, Bridgeport Branch, Brookfield Branch, Litchfield Branch, New Britain Branch, Middletown Branch, Valley Branch, Suffield Branch, Loop at Pawtuxet Valley Branch, Harbor Jc. Branch, Harrisville Branch, Meriden Branch, Conn. with B. & P., P. & W. and P. W. & B. R. R., Rockville Branch, Danbury Branch, Wilson's Point Branch, Ridgefield Branch, Naugatuck Branch, Watertown Branch, Berkshire Branch, Colchester Branch, Pascoag Branch, Franklin Branch, Air Line Branch, So. Boston Frt. Branch, Providence Branch, Needham Extension Branch, Southbridge Branch, Springfield Branch, Melrose Branch, Dedham Branch, Irlington Branch,	Stamford, Conn., Botsford, Conn., Botsford, Conn., Brookfield Jc., Conn., Hawleyville, Conn., Berlin, Conn., Berlin, Conn., Hartford, Conn., Windsor L'ks, Conn., Stonington, Conn., Auburn, R. I., Auburn, R. I., Providence, R. I., Woonsocket, R. I., Westfield, Conn., E. Providence, R. I., Vernon, Conn., Danbury, Conn., So. Norwalk, Conn., Branchville, Conn., Naugat'k, Jc., Conn., Waterbury, Conn., New Haven, Conn., Union Depot, Turnerville, Conn., Providence, R. I., Valley Falls, R. I., New Haven, Conn., Needham Jct., Mass., Boston, Mass., Providence, R. I., West Roxbury, Mass., E. Thompson, Conn., E. Hartford, Conn., Melrose, Conn., Dedham Jc., Mass., Irlington, Mass., Woonsocket, R. I., Boston, Mass.,	New Canaan, Conn., Mass. State Line, Bridgeport, Conn., Danbury, Conn., Litchfield, Conn., New Britain, Conn., Middletown, Conn., Fenwick, Conn., Suffield, Conn., Hope, R. I. Henderson St., R. I. East Providence, Harrisville, R. I. Waterbury, Conn., Rockville, Conn., So. Norwalk, Conn., Wilson Pt., Conn., Ridgefield, Conn., Winsted, Conn., Watertown, Conn., Botsford, Conn., Colchester, Conn., Douglas Jc., Mass., Mass. State Line, Willimantic, Conn., Cook St., Mass., So. Boston, Mass., Willimantic, Conn., Needham, Mass., Southbridge, Mass., B. & A. Jc. Spgfd., Ma. West St. Rockville, Conn., Dedham, Mass., Dedham, Mass., Needham Jc., Mass., Hopewell Jc., N. Y.,	7.92 59.63 14.66 3.98 32.28 2.50 9.70 46.30 4.42 .97 10.36 3.58 1.88 9.45 26.00 .30 4.43 23.99 3.44 4.03 55.95 4.58 23.95 3.59 27.73 7.07 52.26 3.90 1.04 57.76 4.53 17.36 28.31 7.23 1.53 2.00 24.77 214.19—	805.69
2. N. H. & Northampton Co., New Hartford Branch, Williamsburg Branch, Turner's Falls Branch, Harlem R. & Pt. C. R. R., Mil., Franklin & Prov. Branch, Mil. & Woonsocket Branch, Rhode Island & Mass. R. R. (in Mass.) Berkshire R. R., Prov. & Worcester R. R., East Providence Branch, Prov., Warren & Bris. R. R., " " Branch Boston & Providence R. R., India Point Branch, West Roxbury Branch, Dedham Branch, Connection with Stoughton Branch, Old Colony R. R.: Main Line, " " " " " "	New Haven, Conn., Farmington, Conn., Northampton, Mass., So. Deerfield, Mass., Harlem River, N. Y., Bellingham, Mass., Franklin, Mass., Conn. State Line, V. Densenville, Mass., Providence, R. I., Valley Falls, R. I., India Point, R. I., India Point, R. I., Boston, Mass., E. Junction, Mass., Forest Hills, Mass., Readville, Mass., Midland Div. at Canton, Jct., Mass., Boston, Mass. (Ft. Pt. Channel), Mayflower Pk., Mass., Middleboro, Mass., Raynham, Mass.,	Shelburne Jc., Mass., New Hartford Conn., Williamsburg, Mass., Turner's Falls, Mass., New Rochelle, N. Y., Franklin, Mass., Ashland, Mass., W. Wrentham, Mass., N. Y. State Line, Pittsfield, Mass., Worcester, Mass., E. Providence, R. I., Bristol, R. I., Providence, R. I., India Point, R. I., Dedham, Mass., Dedham, Mass., Dedham, Mass., Readville, Mass., Stoughton, Mass., Newport, R. I., Somerset Jc., Mass., Provincetown, Mass., Whittenton Jc., Mass.,	94.64 15.19 7.51 10.07 11.17 4.65 15.13 6.53 23.17 23.06 40.90 7.00 14.15 .69 41.59 8.05 5.37 2.47 1.30 4.05 67.60 35.31 55.68 3.38	

Road Operated — Entire Line. — *Continued.*

Name.	From—	To—	Miles of road.	Miles of each class.
Old Colony R. R.—Continued.				
Main Line,	Braintree, Mass.,	Kingston, Mass.	32.34	
" "	So. Braintree, Mass.,	Plymouth, Mass.	26.04	
" "	Framingham, Mass.,	Lowell, Mass.	28.12	
" "	New Bedford, Mass.,	Fitchburg, Mass.	91.25	
Dorchester & Milton Branch,	Neponset, Mass.,	Mattapan, Mass.	3.30	
Stoughton Branch,	Stoughton Br. Jc. Ms.,	Stoughton, Mass.	1.65	
Shawmut Branch,	Harrison Sq., Mass.,	Shawmut & Milton Jc.	2.39	
Bridgewater Branch,	Whitman, Mass.,	Bridgewater I. Works.	6.12	
Brockton Branch,	Elmwood, Mass.,	Westdale, Mass.	7.75	
Granite Branch,	Atlantic, Mass.,	Braintree, Mass.	5.41	
Hyannis Branch,	Yarmouth, Mass.,	Hyannis, Mass.	5.06	
Woods Hole Branch,	Buzzards Bay, Mass.,	Woods Hole, Mass.	17.54	
Hanover Branch,	No. Abington, Mass.,	Hanover, Mass.	7.80	
Fairhaven Branch,	Tremont, Mass.,	Fair Haven, Mass.	15.17	
Easton Branch,	Matfield, Mass.,	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	7.42	
Middleboro & Taunton Branch,	Middleboro, Mass.,	M. & T. Jc., Mass.	8.04	
Attleboro Branch,	Attleboro Jc., Mass.,	Attleboro, Mass.	8.60	
Whittenton Y Branch,	Attleboro Jc., Mass.,	Whittenton, Mass.	.98	
Sterling Branch,	Pratt's Jc., Mass.,	Sterling Jc., Mass.	5.08	
Lancaster Branch,	Lancaster Jc., Mass.,	Lancaster Mills, Mass.	1.63	
Marlboro Branch,	Marlboro Jc., Mass.,	Marlboro, Mass.	1.47	
Prison Branch,	So. Framingham, Ms.,	Women's Reformatory.	.65	
Wrentham Branch,	Walpole Jc., Mass.,	No. Attleboro, Mass.	11.88	
" "	No. Attleboro, Mass.,	Adamsdale Jc., Mass.	3.86	
" "	No. Attleboro Jc., Ms.,	Chestnut St., Mass.	.97	
Walpole & Dedham Branch,	Walpole Jc., Mass.,	Norwood Jc., Mass.	5.76	
Fall River Branch,	New Bedford, Mass.,	Fall River, Mass.	12.25	
Warren Branch,	Fall River, Mass.,	Warren, R. I.	7.95	
Connection Southampton St.,	Boston Division,	Boston, Mass.	.43	
Nantasket Beach Branch,	Nantasket Jc., Mass.,	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.,	Middleboro, Mass.	15.08	
Norwich & Worcester R. R.,	Groton, Conn.,	Worcester, Mass.	70.97	
Connection with	N. L. & N. R. R., at	Norwich, Conn.	.63	
Holyoke & Westfield R. R.,	Holyoke, Mass.,	Westfield, Mass.	10.32—	952.14
4. Chatham R. R.,	Harwich, Mass.,	Chatham, Mass.	7.07—	7.07
5. New York & Harlem R. R.,	Woodlawn Jc., N. Y.,	G. C. Depot, N. Y.	12.08	
Central New England Ry.,	Hopewell Jc., N. Y.,	Po'keepsie Jc., N. Y.	12.00	
" "	Po'keepsie Jc., N. Y.,	Poughkeepsie, N. Y.	1.30	
Boston Terminal Co.,	Fort Point Channel,	Boston Station.	.43	
Boston & Albany R. R.,	Junction to Station,	Ashland, Mass.	.22	
" " "	" "	Worcester, Mass.	.15	
" " "	" "	Springfield, Mass.	.59	
" " "	Cook St. to Station,	Newton H'lands, Mass.	.31	
Boston & Maine R. R.,	Junction to Station,	Lowell, Mass.	.57	
" " "	Sterling Jc., Mass.,	Worcester, Mass.	11.94	
" " "	Shelburne Jc., Mass.,	Shelburne Falls, Mass.	4.67—	44.20
Total Road Operated,				2,042.59

1 a. Main line.

1 b. Branches and spur.

3. Line operated under lease for specified sum.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

Road Operated.

(1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED.

None.

Road Operated — State of Connecticut.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
1a. N. Y., N. H. & Hartford,	N. Y. State Line, Cedar Hill Jct., N.H.,	R. I. State Line, Mass. State Line,	115.40 54.22	169.62
1b. New Canaan Branch, Berkshire Branch, Bridgeport Branch, Brookfield Branch, Litchfield Branch, New Britain Branch, Middletown Branch, Valley Branch, Suffield Branch, Loop at Meriden Branch, Rockville Branch, Danbury Branch, Wilson's Point Branch, Ridgefield Branch, Nangatuck Branch, Watertown Branch, Berkshire Branch, Colchester Branch, Air Line Branch, Providence Branch, Southbridge Branch, Springfield Branch, Melrose Branch,	Stamford, Conn., Botsford, Conn., Botsford, Conn., Brookfield Jct., Conn., Bethel, Conn., Berlin, Conn., Berlin, Conn., Hartford, Conn., Windsor L'ks, Conn., Stonington, Conn., Westfield, Conn., Vernon, Conn., Danbury, Conn., So. Norwalk, Conn., Branchville, Conn., Nangatuck, Jct., Ct., Waterbury, Conn., N. Haven, Ct., Pas. St'n, Turnerville, Conn., New Haven, Conn., Willimantic, Conn., East Thompson, Ct., East Hartford, Conn., Melrose, Conn., Mass. State Line,	New Canaan, Conn., Mass. State Line, Bridgeport, Conn., Danbury, Conn., Litchfield, Conn., New Britain, Conn., Middletown, Conn., Fenwick, Conn., Suffield, Conn., Waterbury, Conn., Rockville, Conn., So. Norwalk, Conn., Wilson's Point, Ct., Ridgefield, Conn., Winsted, Conn., Watertown, Conn., Botsford, Conn., Colchester, Conn., Willimantic, Conn., R. I. State Line, Mass. State Line, Mass. State Line, West St., Rockville, New York State Line,	7.92 59.63 14.66 3.93 32.28 2.50 9.70 46.30 4.43 .97 26.00 4.43 22.99 2.44 4.02 55.95 4.82 23.95 3.59 52.26 31.96 5.38 20.17 7.22 124.13	
3. New Haven & Northam'tn Co., New Hartford Branch, Norwich and Worcester, Connection with N. L. N. R. R.,	New Haven, Conn., Farmington, Conn., Groton, Conn., at	Mass. State Line, New Hartford, Conn., Mass. State Line, Norwich,	51.96 15.19 53.14 .63	120.23
Total mileage operated State of Connecticut,				871.38

Outside Operations and other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Character of business.	Title.	State or territory.
Ferry between Fairhaven and New Bedford, Mass.	Common to a ferry.	Leased.	Massachusetts.
Sleeping Car operation, Parlor Car operation, Dining and Buffet Car operation,	Operating cars of character named in passenger trains.	Owned.*	States thro' which cars are run.
Restaurants in stations at Bridgeport and Hartford, Conn.	Serving meals for accommodation of passengers.	"	Connecticut.
Midway Boarding House.	To accommodate employees at this point.	"	Connecticut.
Midway Icing Plant.	Icing refrigerator cars.	"	Connecticut.
Rest Rooms in Boston Passenger Station.	To accommodate employees.	St'n owned jointly with B. & A. R. R.	Massachusetts.
Lighterage in New York Harbor.	Lighterage of miscellaneous shipments.	Owned.	New York.
Periodical Advertising.	Advertising on Magazine covers in Parlor Cars, etc.	"	States thro' which cars are run.

(b) OTHER PROPERTIES.

None.

1a. Main line.

1b. Branches and spurs.

3. Line operated under lease for specified sum.

* In addition to the equipment owned by this company, cars of the Pullman Co. are operated in certain trains, this company's proportion of the revenue being included in "Outside Operations."

Road Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	Date.	Term.	Concise summary of provisions.
Harlem River & Port Chester R. R.,	11.17	Sept. 29, 1878	99 Years	Interest on bonds, principal of bonds, 7% dividend on stock (All the stock is owned by The N. Y., N. H. & H. R. R. Co.) Taxes, etc.
Berkshire R. R. Co., . . .	46.23	Feb., 1893	99 Years	8% on Capital Stock, taxes and annual cash payment of \$360.00.
New Haven & North'pton Co.,	127.41	May 14, 1887	99 Years	Bond interest, taxes, etc. 1% on capital stock for three years, 2% for the second three years, 3% for the third three years and 4% thereafter; \$15,000.00 yearly account of sinking fund.*
Holyoke & Westfield R. R.,	10.82	June 1, 1907	Perpetual	\$46,000.00 per annum & taxes.
Providence & Worcester R. R.	47.90	Dec. 17, 1892	99 Years	10% on capital stock, bond interest, cash payment \$6,000.00 taxes, etc.
Old Colony R. R., . . .	518.31	Feb. 15, 1893	99 Years	7% on capital stock, interest on funded debt and other legal obligations, taxes, expense of maintaining organization, etc.
Boston & Providence R. R.,	63.08	April 7, 1888	99 Years	\$400,000.00 per annum, int. on indebtedness, taxes, organization expenses, etc.
Prov., Warren & Bristol R. R.,	14.84	July 1, 1891	95 Years and 9 mos.	8% on common & preferred stock for 10 years and 6% thereafter, interest on indebtedness, taxes, organization expenses, etc.
Chatham R. R.,	7.07	Jan. 5, 1888	Terminates on 30 days written notice	30% of gross earnings.
Plymouth & Middleboro R. R.,	15.08	Nov. 30, 1892	99 Years	Interest on bonds for 25 years, then 30% of gross earnings, taxes, organization expenses.
Norwich & Worcester R. R.,	71.60	Feb. 9, 1869	100 Years	8% on capital stock, interest on bonds and floating debt, organization expenses.
R. I. & Massachusetts R. R.,	6.52			Operated without a lease. Stock all owned by N. Y., N. H. & H. R. R.
Milford & Woonsocket R. R.,	15.13			Operated without a lease. Interest on bonds paid by the N. Y., N. H. & H. R. R. which owns all the stock.
Milford, Franklin & Prov. R. R.,	4.65			Operated without a lease. Interest on bonds paid by the N. Y., N. H. & H. R. R., which owns all the stock.
West Shore Railway, . . .	3.66	Dec. 14, 1895	99 Years	Dividends on stock, interest on bonds, taxes.
Conn. Railway & Lighting Co.,	161.38	Dec. 19, 1906	999 Years	1st year, . . . \$975,000.00 2d & 3d year, . . . 1,045,000.00 4th year, . . . 1,175,000.00 5th year, . . . 1,260,000.00 6th year, . . . 1,350,000.00 7th & 8th year, . . . 1,575,000.00 9th year and year ly thereafter 1,400,000.0 and taxes.

*Sinking fund requirements terminated April 1, 1909.

Road Assigned to Another Carrier through Lease or other Agreement.

Name of operating company.	TERMINI.		Miles of line.	LEASE OR AGREEMENT.		
	From—	To—		Date.	Term.	Concise summary of provisions.
New York and Stamford Railway Co.,	New York State Line,	Mianus River, Conn.,	5.63	Jan. 1, 1907.	99 years.	Lessee to maintain the property, pay taxes and a rental of \$30,000 per annum.
Central New England Railway Co.,	Wicopes Junction, N. Y.,	Fishkill Landing, N. Y.,	1.65	Sept. 15, 1906*	*	Lessee to maintain the property, pay taxes and a rental of \$1,000 per annum.

*No lease, simply an agreement.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation. In treasury.	Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
							Rate.	Amount.
Capital stock:	1,889,364	\$100.00	\$188,936,400	\$121,878,100	\$31,878,100	\$100,000,000	8%	\$7,883,842.00 ^a
Total,	1,889,364		\$188,936,400	\$121,878,100	\$31,878,100	\$100,000,000		\$7,883,842.00

The whole capital stock results from the merger on May 31, 1907, of The New York, New Haven & Hartford Railroad Company with The Consolidated Railway Company.

^a 2% on \$97,895,700 = \$1,957,914.00

2% on 97,895,700 = 1,957,914.00

2% on 98,400,700 = 1,968,014.00

2% on 100,000,000 = 2,000,000.00

\$7,883,842.00

Funded Debt

Class of bond or obligation.	Term.		Total per value authorized.	Total per value outstanding.	Total per value held by respondent corporation sinking or other funds.	Total per value not held by respondent corporation	Interest.		
	Date of issue.	Date of maturity.					When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.									
N. Y. N. H. & H. R. & P. C. 1st Mtg.	May 2, 1904	May 1, 1954	\$15,000,000	\$15,000,000		\$15,000,000	4	May & Nov.	\$900,000.00
N. Y. P. & B. R. Co. General Mtg.	Apr. 1, 1887	Apr. 1, 1910	4,000,000	1,000,000		3,000,000	4	Apr. & Oct.	40,000.00
Shore Line Ry. Co. 1st Mtg.	Mar. 1, 1890	Mar. 1, 1910	300,000	300,000		300,000	4	Mar. & Sept.	9,000.00
Housatonic R. R. Co. 1st Mtg.	Apr. 1, 1889	Apr. 1, 1910	700,000	100,000	10,000	600,000	4	Apr. & Oct.	4,000.00
Housatonic R. R. Co. 2nd Mtg.	Nov. 1, 1887	Nov. 1, 1887	3,000,000	2,500,000		500,000	5	May & Nov.	141,850.00
Danbury & Norwalk R. R. Co. 1st Mtg.	July 1, 1890	July 1, 1920	500,000	300,000		200,000	6	Jan. & July	6,000.00
Danbury & Norwalk R. R. Co. 2nd Mtg.	July 1, 1892	July 1, 1920	150,000	150,000		150,000	5	Jan. & July	20,000.00
Danbury & Norwalk R. R. Co. 3rd Mtg.	Apr. 1, 1893	Apr. 1, 1920	150,000	150,000		150,000	5	Apr. & Oct.	7,500.00
Woonsocket & Pascoag R. R. Co. 1st Mtg.	June 1, 1905	June 1, 1910	350,000	350,000		350,000	4	June & Dec.	14,000.00
Prov. & Springfield R. R. Co. 1st Mtg.	Oct. 1, 1890	Oct. 1, 1910	100,000	100,000		100,000	5	Apr. & Oct.	5,000.00
Prov. & Springfield R. R. Co. 2nd Mtg.	May 1, 1893	May 1, 1910	800,000	575,000	1,000	225,000	5	May & Nov.	28,750.00
Neversink R. R. Co. 1st Mtg.	July 1, 1894	July 1, 1922	750,000	750,000		750,000	5	Jan. & July	37,500.00
Boston & N. Y. A. L. R. Co. 1st Mtg.	May 2, 1904	May 1, 1954	2,500,000	2,500,000	4,000	2,496,000	4	May & Nov.	100,000.00
Prov. Term. Co. 1st Mtg.	Aug. 1, 1905	Aug. 1, 1955	5,000,000	3,777,000		3,777,000	4	Feb. & Aug.	151,080.44
Worcester & Ct. Ea. Ry. Co. 1st Mtg.	Mar. 1, 1906	Mar. 1, 1956	7,500,000	4,000,000		4,000,000	4	Mar. & Sept.	160,000.00
Winchester Ave. R. R. Co. 1st Mtg.	Oct. 1, 1902	Oct. 1, 1912	3,100,000	1,500,000	19,000	1,581,000	4	Jan. & July	59,640.00
New Haven St. R. Ry. Co. 1st Mtg.	Sept. 1, 1893	Sept. 1, 1912	600,000	600,000		600,000	5	May & Nov.	26,000.00
New Haven St. R. Ry. Co. 2nd Mtg.	Sept. 1, 1893	Sept. 1, 1912	600,000	600,000		600,000	5	Mar. & Sept.	30,000.00
N. H. & Centerville St. Ry. Co. 1st Mtg.	June 1, 1894	June 1, 1914	350,000	350,000		350,000	5	June & Dec.	19,500.00
Meriden Horse R. R. Co. 1st Mtg.	Oct. 1, 1891	Oct. 1, 1911	100,000	85,000		15,000	5	Apr. & Oct.	4,250.00
Meriden Horse R. R. Co. 2nd Mtg.	Oct. 2, 1893	Oct. 2, 1923	415,000	415,000		415,000	5	Jan. & July	20,750.00
Norwich St. Ry. Co. 1st Mtg.	May 1, 1900	May 1, 1930	350,000	350,000		350,000	5	Apr. & Oct.	17,500.00
New London St. Ry. Co. 1st Mtg.	Oct. 2, 1893	Oct. 2, 1923	150,000	150,000		150,000	5	May & Nov.	12,500.00
Middletown Horse R. R. Co. 1st Mtg.	Dec. 1, 1894	Dec. 1, 1914	150,000	150,000		150,000	5	Apr. & Oct.	7,500.00
Portland St. Ry. Co. 1st Mtg.	Nov. 1, 1896	Nov. 1, 1916	75,000	30,000		45,000	5	June & Dec.	7,500.00
Hartford St. Ry. Co. 1st Mtg.	Oct. 1, 1894	Oct. 1, 1914	300,000	300,000		300,000	5	May & Nov.	1,500.00
Greenwich Tram. Co. 1st Mtg.	Sept. 1, 1901	Sept. 1, 1920	3,000,000	2,500,000		500,000	5	Apr. & Oct.	10,000.00
Greenwich Tram. Co. 2nd Mtg.	July 1, 1901	July 1, 1921	400,000	380,000		20,000	5	Mar. & Sept.	10,000.00
Brantford Electric Co. 1st Mtg.	Oct. 1, 1897	Oct. 1, 1917	100,000	63,000		37,000	5	Jan. & July	16,000.00
Brantford Electric Co. 2nd Mtg.	Aug. 1, 1901	Aug. 1, 1921	600,000	307,000		293,000	5	Apr. & Oct.	15,650.00
Meriden, So. & Winchester St. Ry. Co. 1st Mtg.	Dec. 1, 1897	Dec. 1, 1917	180,000	180,000		180,000	5	June & Dec.	7,500.00
Meriden, So. & Winchester St. Ry. Co. 2nd Mtg.	Aug. 15, 1898	Aug. 15, 1918	300,000	175,000		125,000	5	Jan. & July	8,750.00
Pawtucket Val. R. R. Co. 1st Mtg.	Apr. 1, 1900	Apr. 1, 1920	10,000,000	10,000,000		10,000,000	4	Apr. & Oct.	400,000.00
New England R. R. Co. 1st Mtg.	Sept. 2, 1898	Sept. 2, 1918	7,500,000	7,500,000		7,500,000	4	Jan. & July	275,000.00
New England R. R. Co. 2nd Mtg.	Sept. 2, 1898	Sept. 2, 1918	7,500,000	7,500,000		7,500,000	4	Jan. & July	275,000.00
Stafford Springs St. Ry. Co. 1st Mtg.	Jan. 1, 1907	Jan. 1, 1927	400,000	400,000		400,000	5	Jan. & July	16,500.33
Roxbury Cent. Wh'y Co. 1st Mtg. Gold Notes.	Sept. 1, 1897	Sept. 1, 1917	390,000	390,000		390,000	5	Mar. & Sept.	14,500.00
Total Mortgage Bonds.			\$63,061,000	\$34,000	\$63,061,000	\$63,061,000			\$3,535,470.44
Total Mortgage Bonds.						\$63,061,000			\$3,541,080.00

Note.—Certain property of this Company is subject to a lien under a mortgage of the New York & New England Railroad Company to secure Boston Terminal bonds of that company to the amount of \$1,500,000 due April 1, 1899, bearing interest at 4 per cent.

Funded Debt—Concluded.**A. GENERAL STATEMENT.**

None.

B. STATEMENT OF AMOUNT.

None.

Funded Debt increased during the year as per page 274, . . . \$14,129,525.00
 Less paid off during the year, page 274, 9,714,400.00

Net increase as per balance sheet, page \$4,415,125.00

It is impossible to ascertain the purpose of the issue of a large proportion of the bonds of this company, same having been assumed by various mergers of other companies.

Recapitulation of Funded Debt.

Class of debt,	Total par value outstanding.	Total par value held by respondent corporation.		Total par value not held by respondent corporation.
		In treasury.	In sinking or other funds.	
Mortgage Bonds,	\$58,961,000	.....	\$34,000	\$58,927,000
Plain Bonds, Debentures and Notes,	175,898,875	.....	1,168,000	174,735,875
Total,	\$334,859,875	.....	\$1,197,000	\$333,662,875

INTEREST.

Class of debt.	Amount accrued during year.	Amount paid during year.
Mortgage Bonds,	\$ 2,525,479.44	2,541,020.00
Plain Bonds, Debentures, and Notes,	7,777,653.93	7,517,933.78
Total,	\$10,303,133.37	10,058,953.78

Purpose of the issue.	Total par value issued during the year.	Cash realized on amount issued during the year.
Issued for Cash,	\$14,129,525	\$14,023,805
Total,	\$14,129,525	\$14,023,805

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment.		Amount per mile of line.	
		To railways.	To other properties.	Miles.	Amount.
Capital Stock, .	\$121,878,100	\$67,845,472	\$54,032,628	1,040.83	\$65,184
Funded Debt, .	284,859,875	130,738,664	104,121,211	1,040.83	125,610
Total, . .	\$356,737,975	\$198,584,136	\$158,153,839	.....	\$190,794

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1909.	
Cash,	\$20,839,966.47	Loans and Bills Payable,	\$5,250,000.00
Bills Receivable,	19,918,157.82	Audited Vouchers and Accounts,	3,579,039.71
Due from Agents,	2,111,801.66	Wages and Salaries,	287,222.42
Due from Solvent Companies and Individuals,	9,707,097.51	Traffic Balances due to Other Companies, Net,	1,511,665.96
Trustees H. R. and P. C. R. R. Bonds—Special Deposit,	288,680.00	Dividends not called for,	2,028,640.24
		Matured Interest Coupons Unpaid (including Coupons due July 1),	2,150,168.78
		Rents due July 1,	1,167.71
		Taxes due and unpaid,	40,000.00
		Total—Current Liabilities,	\$14,847,904.82
		Balance—Cash Assets,	37,962,798.64
Total—Cash and Current Assets,	\$52,810,708.46	Total,	\$52,810,708.46

Materials and supplies on hand, \$3,406,910.90.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage N.Y., N. H. & H. R. R. & P. O. R. R. Co.	Harlem River, N. Y.	New Rochelle, N. Y.	11.17	\$1,342,868	Road and Equipment.
General Mortgage N.Y., Prov. & Boston R. R. Co.	Providence, R. I.	New London, Ct.	62.11	16,100	Road, not Equipment.
First Mortgage Bonds Shore Line Ry. Co.	New Haven, Ct.	New London, Ct.	49.40	4,048	Road, not Equipment.
First Mortgage Bonds Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	87.67	33,523	Road and Equipment.
Consolidated Mortgage Bonds Housatonic R. R. Co.	Bridgeport, Ct.	" " "	87.67		
Consolidated Mortgage Bonds Danbury & Norwalk R.R. Co.	Danbury, Ct.	Wilson's Pt., Ct.	29.45	33,956	Road and Equipment.
Gen. Mortgage Bonds of Danbury & Norwalk R.R. Co.	Danbury, Ct.,	"	29.45		
First Refunding Bonds of Danbury & Norwalk R.R.	Danbury, Ct.	"	29.45		
First Mortgage Bonds Woonsocket & Pascoag R. R.	Woonsocket, R. I.	Harrisville, R. I.	9.45	10,588	Road, not Equipment.
Consolidated Mortgage Bonds New Haven & Derby R.R. Co.	New Haven, Ct.	Huntington, Ct.	14.55	39,519	Road, not Equipment.
First Mortgage Bonds Providence & Springfield R.R. Co.	Providence, R. I.	Douglas Jct., Mass.	27.73	27,046	Road, not Equipment.
First Mortgage Bonds Naugatuck R. R.	Naugatuck Jc., Ct.	Winsted, Ct.	60.77	41,188	Road, not Equipment.
First Mortgage Bonds B. & N. Y. Air Line R. R.	New Haven, Ct.	Willimantic, Ct.	52.26	72,372	Road, not Equipment.
First Mortgage Bonds Prov. Terminal Co.	.....	.....	.....	.....	Lands etc. at Prov., R. I., also leases, trackage and operating Agreements.
First Mort. Bonds Worc. & Conn. Eastern Ry.	Mass. State Line	Norwich, Ct.	30.54	65,325	Road and Equipment, leases, stocks and bonds of Webster and Worcester and Webster and Dudley St. Ry. Co's and power plant.
First Mortgage Bonds Winchester Ave. R.R. Co.	Winchester ave. R.R.		12.89	33,739	Road and Equipment.
First Mortgage Bonds New Haven St. Ry. Co.	New Haven St. Ry.		21.83	33,537	Road and Equipment.
Con. Mortgage Bonds New Haven St. Ry. Co.	New Haven St. Ry.				
First Mortgage Bonds New Haven & Centerville St. Ry.	New Haven & Centerville St. Ry.		5.11	55,281	Road and Equipment.
First Mortgage Bonds Meriden Horse R.R. Co.	Meriden Horse R.R.		20.30	24,630	Road and Equipment.
Con. Mortgage Bonds Meriden Horse R.R. Co.	" " "				
First Mortgage Bonds Norwich St. Ry.	Norwich St. Ry.		17.00	20,588	Road and Equipment.
First Mortgage Bonds Montville St. Ry.	Montville St. Ry.		10.46	23,900	Road and Equipment.
First Mortgage Bonds New London St. Ry. Co.	New London St. Ry. Co.		6.26	23,962	Road and Equipment.
First Mortgage Bonds Middletown Horse Ry. Co.	Middletown Horse Ry.		7.01	21,395	Road and Equipment.

Security for Funded Debt.—Continued.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage Bonds Portland St. Ry. Co.	Portland St. Ry.		2.80	10,714	Road and Equipment.
First Mortgage Bonds Hartford, Man. & Rockville Tram. Co.	Hartford, Man- chester & Rock- ville Tram.		16.89	11,841	Road and Equipment.
First Mortgage Bonds Hartford St. Ry. Co.	Hartford St. Ry.		59.44	43,069	Road and Equipment.
First Mortgage Bonds Greenwich Tram- way Co.	Greenwich Tram- way Co.		9 10	35,164	Road and Equipment.
First Mortgage Bonds Branford Electric Co.	Branford Electric Co.				
First Con. Mortgage Bonds Branford Light and Water Co.	Branford Light & Water Co.		5.15	71,844	Road and Equipment.
First Mortgage Bonds Torrington & Winchester St. Ry.	Torrington & Win- chester St. Ry.		12.41	12,087	Road and Equipment.
First Mortgage Bonds Meriden, South. & Compounce Tram. Co.	Meriden, South- ton & Compounce Tram. Co.		11 64	15,084	Road and Equipment.
First Mortgage Bonds Pawtucket Valley R. R.	Pontiac, R. I.	Hope, R.I.	5.67	28,319	Road and Equipment.
Con. Mortgage Bonds New England R. R.	All property of the former N. E. R. R.		364.26	48,043	Road and Equipment.
First Mortgage Bonds Stafford Springs St. Ry.	Rockville, Ct.	Stafford Spr'gs, Ct.	12.90	81,007	Road and Equipment.
First Mortgage Gold Notes Roxbury Central Wharf Co.	Real Estate, Boston Mass.		.....	.....	Real Estate owned.

Expenditures for Additions and Betterments.

Total—entire line, 1,484,039.39 \$1,484,039.39

Account.	Expenditures for Road.	Charged to capital
I. Road:		
Engineering,		\$39,442.21
Right of way, station grounds, and real estate,		*829,396.82
Grading,		340,265.72
Tunnels,		128,510.58
Bridges, trestles, and culverts,		306,931.73
Ties,		49,604.96
Rails,		126,954.64
Frogs and switches,		23,142.86
Track fastenings and other material,		34,831.22
Ballast,		26,641.90
Track laying and surfacing,		93,002.09
Roadway tools,		90.85
Fencing right of way,		4,002.10
Crossings and signs,		61,911.98
Interlocking and other signal apparatus,		241,361.12
Telegraph and telephone lines,		327.87
Station buildings and fixtures,		430,507.21
General office buildings and fixtures,		301.64

Additions and Betterment Expenditures have not been kept under the headings of the tentative classification.

*Deduction

Expenditures for Road.—Continued.

Accounts	Charged to capital.
Shops, enginehouses, and turntables,	18,667.44
Shop machinery and tools,	10,314.69
Water stations	27,735.03
Fuel stations,	9,771.83
Grain elevators,	304.74
Storage warehouses,	26.67
Dock and wharf property,	9,472.28
Electric-light plants,	281.78
Electric-power plants,	244,314.10
Electric-power transmission,	76,935.55
Miscellaneous structures,	2,322.32
Total,	\$1,478,580.29
Total cost to June 30, 1908,	111,249,714.97
Total cost to June 30, 1909,	\$112,728,295.26

Expenditures for Equipment, General Expenditures, and Recapitulation.

ACCOUNT.	Expenditures for additions and betterments during year charged to capital.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Equipment:			
Electric Locomotives,	\$54,068.25		
Passenger-Train Cars,	770,897.49		
Freight-Train Cars,	5,885,823.07		
Work Equipment,	9,947.61		
Motor Cars,	2,329.12		
Total,	\$6,728,965.54	\$47,284,687.71	\$54,008,608.25
General Expenditures:			
Law Expenses,	\$1,609.06		
Other Expenditures,	8,850.04		
Total,	\$5,459.10	\$849,852.41	\$354,811.51
Recapitulation:			
Road,	\$1,478,580.29	\$111,249,714.97	\$112,728,295.26
Equipment,	6,728,965.54	47,284,687.71	54,008,608.25
General Expenditures,	5,459.10	849,852.41	*354,811.51
Total, Entire Line,	\$8,208,004.93	\$158,883,705.09	\$167,091,710.02
Cost of road per mile of line,		\$108,488.61	\$108,806.15
Cost of equipment per mile of line,		45,261.01	51,889.98
General expenditures per mile of line,		384.40	840.89
Total per mile of line,		\$152,084.02	\$160,536.97

* This includes General Expenditures since July 1, 1907, only.

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues, . . .	\$54,347,630.97
Operating expenses, . . .	36,080,306.54

Net operating revenue, . . . \$18,267,324.43

Outside Operations:

Revenues,	\$2,023,092.82
Expenses,	808,786.30

Net revenue, 1,214,306.52

Total net revenue, . . . \$19,481,630.95

Taxes accrued, 3,446,125.98

Operating income, . . . \$16,035,504.97

OTHER INCOME:

Rents accrued from lease of road, . . . \$21,000.00

Other Rents—Credits:

Joint facilities,	\$3,082.20
Miscellaneous rents,	326,059.74

329,141.94

Separately operated properties

— profit, 3,644,314.86

Dividends declared on stocks

owned or controlled, . . . 1,959,333.14

Interest accrued on funded debt

owned or controlled, . . . 674,432.55

Interest on other securities,

loans, and accounts, . . . 1,609,581.25

Total other income, . . . 8,237,803.74

Gross corporate income, . . . \$24,273,308.71

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other

roads, \$3,956,293.81

Other Rents—Debits:

Hire of equipment—balance, . . .	\$460,430.13
Joint facilities,	1,779,151.20
Miscellaneous rents,	199,130.11

2,438,711.44

Interest accrued on funded debt,

10,303,133.37

Other interest,

121,798.39

Sinking funds chargeable to

income, 19,560.00

Other deductions,

3,582.72

Total deductions from gross corporate income, . . . 16,843,079.73

Net corporate income, . . . \$7,430,228.98

Income Account — *Continued.*

DISPOSITION OF NET CORPORATE INCOME:

Dividends Declared:

On stock:

2% payable Sept. 30, 1908,	\$1,957,914.00
2% payable Dec. 31, 1908,	1,957,914.00
2% payable March 31, 1909,	1,968,014.00
2% payable June 30, 1909,	2,000,000.00

Total,		\$7,883,842.00	\$7,883,842.00
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Balance for year carried forward to debit of profit and loss			\$453,613.02
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Profit and Loss Account.

Debit.		Credit.	
Balance for year brought forward from Income Account,	\$453,613.02	Balance June 30, 1908,	\$12,860,490.18
Deductions for Year :		Additions for Year :	
Loss on Sale of Treasury Investments as under:		Premium on Sale of Company's Stock	
Worcester & Webster and Webster & Dudley St. Ry. Co.,	682,731.64	1495 shares at \$58,	\$86,710.00
New Haven & Northampton Co., Bonds,	144,000.00	3643 shares at \$60,	\$218,580.00
Boston & New York Air Line R. R. Co., Bonds,	96,120.00	15905 shares at \$67.50,	\$1,073,587.50
Pawtuxet Valley R. R. Co.,	9,600.00		1,378,877.50
Balance Credit, June 30, 1909, carried to Balance Sheet (p 272),	12,999,443.02	Premium on Sale Maine S. S. Co., Bonds,	142,400.00
		Premium on Sale New York Transfer Co. Stock,	1,240.00
		Sale of Providence Securities Co. Stock	2,500.00
	\$14,885,507.68		\$14,885,507.68

Operating Revenues.

Account.	Total revenues.
I. REVENUE FROM TRANSPORTATION:	
1. Freight revenue,	\$26,595,969.67
2. Passenger revenue,	22,852,741.77
3. Excess baggage revenue,	167,320.65
5. Mail revenue,	741,150.17
6. Express revenue,	2,337,943.42
7. Milk revenue (on passenger trains),	106,823.07
8. Other passenger-train revenue,	117,490.01
Total passenger service train revenue (accounts Nos. 2 to 8),	
	\$26,323,469.09
9. Switching revenue,	232,428.91
10. Special service train revenue,	9,437.74
11. Miscellaneous transportation revenue,	1,273.49
Total revenue from transportation (accounts Nos. 1 to 11),	
	\$53,162,578.90
II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:	
12. Station and train privileges,	\$82,015.41
13. Parcel-room receipts,	15,453.23
14. Storage—freight,	34,676.55
15. Storage—baggage,	11,414.20
16. Car service,	200,652.64
17. Telegraph and telephone service,	44,664.98
18. Rents of buildings and other property,	91,373.29
19. Miscellaneous,	429,190.14
Total revenue from operations other than transportation,	
	\$909,440.44
21. Joint facilities revenue—credit,	275,611.63
Total operating revenues—entire line,	
	\$54,347,630.97

EXPLANATORY REMARKS FOR RAILWAY STOCKS.

The stock of The New York, New Haven and Hartford Railroad Company, 218,781 shares carried at par value \$21,878,100.00 is deducted from capital stock outstanding in balance sheet, page 272, and is not carried as "stocks owned."

- a. The dividends on stocks of leased lines listed on page 248 were credited to the rental account of those companies as shown in the schedule on page 262.
- b. Held as lessee Connecticut Railway and Lighting Company.
- c. Held as lessee Old Colony Railroad Company.

Railway Stocks Owned.

I. ACTIVE CORPORATIONS.

Name of corporation and security.	Par value of stocks owned not held in sinking or other funds, unpledged.	Dividends declared.		Valuation of stocks owned.
		Rate.	Amount.	
Stocks of Corporations whose Property forms a Part of the Operating System of Respond- ent Corporation:				
Old Colony R. R. Co.,	\$6,904,300.00	7%		\$7,652,088.58 <i>a</i>
Harlem River & P. O. R. R. Co.,	1,000,000.00			1,000,000.00 <i>a</i>
New Haven & Northampton Co.,	2,460,000.00	4%		984,000.00 <i>a</i>
Berkshire R. R. Co.,	816,000.00	6%		1,458,732.77 <i>a</i>
Boston & Providence R. R. Corp'n,	194,700.00	10%		596,966.47 <i>a</i>
Prov. & Worcester R. R. Co.,	266,900.00	10%		791,086.43 <i>a</i>
R. I. & Mass. R. R. Co. (in Mass.),	100,000.00			191,700.00
Norwich & Worcester R. R. Co.,	55,000.00	8%		127,488.79 <i>a</i>
Milford & Woon. R. R. Co.,	148,600.00			74,300.00
Milford, Frank. & Prov. R. R. Co.,	100,000.00			50,000.00
Holyoke & Westfield R. R. Co.,	20,000.00	14%	\$2,800.00	20,000.00
Boston Terminal Co.,	200,000.00			200,000.00
Prov., Warren & Bristol R. R. Co.	400.00			761.67
Total,	\$		2,800.00	18,147,074.66
Stocks of Corporations whose Property does not form a Part of the Operating System of Respondent Corporation:				
N. Y., O. & W. R. R. { Com.,	\$29,160,000.00	2%	583,200.00	18,105,185.62
{ Pref.,	2,200.00			3,212.00
O. N. E. Ry. Co., { Com.,	4,432,775.93			664,477.86
{ Pref.,	3,420,284.57			858,890.75
Hartford & Conn. West. R. R. Co.,	70,500.00	2%	1,410.00	34,703.01
Narragansett Pier R. R. Co.,	18,700.00	4%	748.00	18,700.00
Wood River Branch R. R. Co.,	33,600.00			21,477.50
Pennsylvania R. R. Co.,	38,550.00	6%	2,313.00	38,550.00
Bengt'n & No. Adams St. Ry. Co.,	650,000.00			564,505.54
Bristol & Plainville Tram. Co.,	81,900.00	6%	4,914.00	127,428.26
Farmington St. Ry. Co.,	130,800.00			126,088.33
Albany & Hudson Ry. Co.,	2,785.92			2,785.92 <i>b</i>
The Rhode Island Co.,	8,510,400.00	5%	425,520.00	33,045,878.90
West Shore Ry. Co.,	25,675.00	5%	1,169.81	35,672.72
N. Y. & Stamford Ry. Co.,	500,000.00			610,643.40
Connecticut Company,	275,000.00			275,000.00
New York Connecting R. R. Co.,	1,500,000.00			1,527,204.33
N. Y., Westch'r & Boston Ry. Co.	3,053,100.00			1,510,995.44
Webster & Dudley St. Ry. Co.,			1,833.33	
Union Freight Ry. Co.,			20,090.00	<i>c</i>
Total,	\$		1,041,198.14	42,566,849.08

See explanations of *a*, *b* and *c* on page 247.

II. INACTIVE CORPORATIONS.

Name of corporation and security.	Total par value of stock outstanding.	Par value of stocks owned, unpledged.	Valuation of stocks owned.
Ridgefield & New York R. R. Co.,	\$261,800.00	\$179,850.00	\$39,004.98

Railway Funded Debt Owned.

I. ACTIVE CORPORATIONS.

Name of corporation and security.	Par value of funded debt owned not held in sinking or other funds unpledged.	INTEREST ACCRUED.		Valuation of funded debt owned.
		Rate.	Amount.	
Funded Debt of Corporations whose property forms a part of the Operating System of Respondent Corporation:				
Milford & Woonsocket R. R. Co., First Mortgage,	\$60,000.00			\$60,000.00
Milford, Frank. & Prov. R. R. Co., First Mortgage,	10,000.00			10,000.00
				\$70,000.00
Funded Debt of Corporations whose property does not form a part of the Operating System of Respondent Corporation:				
C. N. E. Ry. Co. Income Bonds,	6,868,123.29	5%	\$254,724.98	\$4,688,781.20
" " First Mtge. "	190,000.00	5%	9,500.00	199,500.00
Poughkeepsie & Eastern Ry. Co. First Mtge. Bonds,	500,000.00	5%	25,000.00	500,000.00
Newburgh, Dutchess & Connecticut R. R. Income Bonds,	1,164,500.00	6%	69,870.00	405,992.50
Bennington & No. Adams St. Ry. Co.	450,000.00			450,500.00
N. Y. & Stamford Ry. Co. Temporary, First and Ref. Mtge.,	274,000.00			277,957.77
N. Y., W. & Boston Ry. Co., First Mtge. Bonds and Scrip.	11,111.11			16,577.33
Webster & Dudley St. Ry. Co. Bonds,		5%	1,084.96 ^a	
Wor. & Webster St. Ry. Co. Bonds,		5%	3,372.66 ^a	
Newburgh, Dutchess & Connecticut Coll. Trust Bonds,		5%	9,900.00 ^a	
			\$378,432.55	\$6,484,258.80

^a Bonds sold during the year.

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the commission? Yes.

Railway Funded Debt Owned.—Concluded.

Name of corporation.	Name of security.	Par value of securities held.	Name of intermediary.
New York, Westchester & Boston Railway Co.	Capital Stock.	\$565,000.00	New York & Port Chester R. R. Co.
	Common Stock and Scrip.	44,060.00	Millbrook Company.
	Common Stock and Scrip.	4,018,366.67	City & Co. Contract Co.
	Common Stock and Scrip.	2,832,250.00	New York & Port Chester R. R. Co.
	Bonds and Scrip.	18,377,888.89	City & County Contract Co.
	Bonds and Scrip.	1,611,000.00	New York & Port Chester R. R. Co.
New York & Port Chester R. R. Co.	Capital Stock.	9,159,000.00	} Millbrook Co.
	Bonds.	100,000.00	
Mt. Vernon and Eastern R. R. Co.	Capital Stock.	50,000.00	Millbrook Co.
New York & Westchester Town Site Co.	Bonds.	12,500.00	Millbrook Co.
Subway & Westchester Construction Co.	Capital Stock.	400,000.00	City & County Contract Co.
City & County Contract Co.	Capital Stock.	690,000.00	New York & Port Chester R. R. Co.

Miscellaneous Stocks and Funded Debt Owned.

A. OTHER THAN RAILWAY STOCKS.

Name.	Total par value of securities owned.	DIVIDENDS DECLARED		Valuation of securities owned.
		Rate.	Amount.	
Village Water Co. — Assessm.	\$.....	.....	\$.....	\$4.00 a
New England Navigation Co.,	12,000,000.00	5%	600,000.00	18,510,969.89
South Bay Wharf & Terminal Co.,	900.00	.....	.....	9.00 b
Roxbury Central Wharf Co.,	700.00	.....	.....	7.00 b
Iron Works Aqueduct Co.,	100.00	6%	6.00	100.00
Merchants & Miners Trans. Co.,	2,500,000.00	2%	50,000.00	2,500,000.00
Hartford & New York Transp. Co.,	3,288,000.00	8%	262,640.00	8,519,954.69
Quincy Quarries Co.,	1,900.00	3%	69.00	2,110.00
Millbrook Co.,	100,000.00	.....	.....	109,500.00
Wirt Mfg. Co. Preferred,	970.00	.....	.....	966.13
Post Publishing Co.,	1,000.00	6%	60.00	1,000.00 c
Waterbury Hotel Corp'n.,	1,500.00	.....	.....	1,500.00 c
Waterbury Republican,	1,000.00	.....	.....	1,000.00 c
New Bedford, M. V. & Nantucket Stbt. Co.,	.....	.....	2,400.00 d	.....
New York Transfer Co.,	.....	.....	160.00 e	.....
Total,	.....	.....	\$ 915,385.00	\$19,647,120.21

EXPLANATORY REMARKS.— PAGE 250.

- a. An assessment, no stock issued.
 b. Nominal value. The N. Y., N. H. & H. R. R. Co. owns entire property.
 c. Held as lessee Connecticut Ry. and Lighting Co.
 d. Held as lessee Old Colony R. R. Co.
 e. Stock sold during the year.

B. OTHER THAN RAILWAY FUNDED DEBT.

Name.	Total par value of securities owned.	INTEREST ACCRUED.		Valuation of securities owned.
		Rate.	Amount.	
Merchants & Miners Trans. Co. Debentures,	\$3,250,000.00	4%	\$130,000.00	\$3,250,000.00
United Button Co. Income Bond,	540.08	.....	.....	540.08
New York Lock Co.,	100.00	.....	.....	1.00
Vanity Fair Amusement Co.,	486.50	.....	.....	1.00
New England Navigation Co. Debentures, . . . . .	.....	.....	144,000.00	.....
New England Navigation Co. Debentures, . . . . .	.....	.....	27,000.00	.....
Total, . . . . .	.....	.....	\$301,000.00	\$3,250,542.08

EXPLANATORY REMARKS.

ACCIDENT AND CASUALTY FUND:

Liabilities:

Reserve for outstanding claims, \$711,550.08

Assets (excluding securities):

Cash on hand, \$40,182.82

Accrued interest, 6,442.07 46,624.89

\$664,925.14

INSURANCE FUND:

Liabilities:

Reserve for unsettled losses, \$181,868.29

Unearned premiums received from companies, 21,100.56 \$202,968.85

Assets (excluding securities):

Contribution from railroad company, . . . \$100,000.00

Cash, 72,051.56

Accrued interest receivable, 8,970.29

Prepaid insurance, 5,100.66 186,122.51

\$16,846.34

Sinking, Redemption, Insurance, and Other Special Funds.**A.—INCOME AND DISBURSEMENTS DURING YEAR.**

Name of Fund.	INCOME.				Disbursements.
	Cash appropriations to fund.	Income to fund from investments.	Other income to fund.	Total.	
Sinking and Redemption Funds:					
Worcester & Conn. Eastern Ry. Bonds.....	\$19,560.00			\$19,560.00	
Conn. Ry. and Lighting Co. Sinking Fund.....	62,455.00	\$16,222.50	\$108.00	78,785.50	
Total,	\$82,015.00	\$16,222.50	\$108.00	\$98,345.50	
Insurance and Other Special Funds:					
Accident and Casualty Fund.....	524,286.55	35,864.50	62.50	560,213.55	\$544,117.42
Insurance Fund.....	100,000.00	47,186.27	73,084.02	220,270.29	120,500.55 ^a
Total,	\$624,286.55	\$83,050.77	\$73,146.52	\$780,583.34	\$673,617.96

B. ASSETS ON JUNE 30, 1900.

Name of fund.	Securities in fund.	Par value.	Cost.	Cash in fund.	Amount of fund June 30, 1900.
Worcester & Conn. Eastern Ry. Sinking Fund.....	First Mortgage Bonds Worc. & Conn. Eastern Ry.	\$19,000	\$19,560.00	.....	\$19,560.00
Conn. Railway & Lighting Co. Sinking Fund.....	First and Refunding Mortgage Bonds of the Conn. Ry. & Lighting Co.	332,000 Premium	333,000.00 a 1,761.87	\$736.71	333,736.71

^a This fund is carried on the books at the par value of the securities, the latter being entirely Conn. Ry. & Lighting Company's First and Refunding Mortgage Bonds.

[Dec.,

Sinking, Redemption, Insurance, and Other Special Funds.—Continued.

B.—ASSETS ON JUNE 30, 1909.

[illegible]

Operating Expenses—Entire Line.

Account.	Amount.	Ratio A (per cent.)	Ratio B (per cent.)
I. Maintenance of Way and Structures:			
Superintendence,	\$197,954.69	.0855	.0057
Ballast,	26,903.68	.0048	.0008
Ties,	1,102,946.49	.1978	.0820
Rails,	74,107.49	.0133	.0021
Other Track Material,	220,334.33	.0395	.0064
Roadway and Track,	2,089,990.34	.8748	.0604
Removal of Snow, Sand, and Ice,	67,769.82	.0121	.0019
Tunnels,	2,545.78	.0005	.0000
Bridges, Trestles, and Culverts,	415,735.96	.0745	.0120
Over and Undergrade Crossings,	67,788.67	.0121	.0019
Grade Crossings, Fences, Cattle Guards, and Signs,	108,895.40	.0195	.0031
Snow and Sand Fences and Snow Sheds,	814.85	.0001	.0001
Signals and Interlocking Plants,	862,413.95	.0650	.0105
Telegraph and Telephone Lines,	19,049.24	.0084	.0006
Electric Power Transmission,	*3,615.93	*.0006	*.0001
Buildings, Fixtures and Grounds,	445,176.08	.0798	.0128
Docks and Wharves,	198,280.29	.0355	.0057
Roadway Tools and Supplies,	53,955.52	.0097	.0016
Injuries to Persons,	13,381.10	.0024	.0003
Stationery and Printing,	4,301.75	.0008	.0001
Other Expenses,	107,895.65	.0195	.0031
Total of Accounts	\$5,576,075.00	1.0000	.1610
II. Maintenance of Equipment:			
Superintendence,	\$151,278.48	.0256	.0048
Steam Locomotives—Repairs,	1,888,891.96	.3196	.0548
Steam Locomotives—Renewals,	2,414.58	.0004	.0001
Steam Locomotives—Depreciation,	85,209.74	.0060	.0010
Electric Locomotives—Repairs,	256,704.74	.0484	.0072
Passenger-Train Cars—Repairs,	912,497.47	.1544	.0264
Passenger-Train Cars—Renewals,	13,727.76	.0023	.0004
Passenger-Train Cars—Depreciation,	88,717.77	.0150	.0026
Freight-Train Cars—Repairs,	1,107,435.63	.1874	.0320
Freight-Train Cars—Renewals,	34,882.44	.0059	.0010
Freight-Train Cars—Depreciation,	446,150.46	.0755	.0129
Electric Equipment of Cars—Repairs,	34,715.82	.0059	.0010
Floating Equipment—Repairs,	298,877.08	.0497	.0085
Floating Equipment—Renewals,	8,125.00	.0014	.0002
Floating Equipment—Depreciation,	71,554.18	.0121	.0021
Work Equipment—Repairs,	19,288.46	.0033	.0005
Work Equipment—Renewals,	15,719.71	.0027	.0004
Work Equipment—Depreciation,	13,397.08	.0023	.0004
Shop Machinery and Tools,	267,255.77	.0453	.0077
Power Plant Equipment,	33,330.44	.0056	.0010
Injuries to Persons,	8,847.14	.0015	.0003
Stationery and Printing,	1,518.53	.0003	.0000
Other Expenses,	203,014.51	.0344	.0059
Total of Accounts	\$5,908,504.15	1.0000	.1707

* Deductions.

Operating Expenses—Entire Line.—Continued.

Account.	Amount.	Ratio A (per cent.)	Ratio B (per cent.)
III. Traffic Expenses :			
Superintendence,	\$183,393.60	.4317	.0039
Outside Agencies,	57,630.89	.1865	.0017
Advertising,	77,167.99	.2497	.0023
Traffic Associations,	7,041.71	.0238	.0002
Stationery and Printing,	83,671.98	.1090	.0010
Other Expenses,	94.11	.0008	.0000
Total of Accounts	\$308,999.78	1.0000	.0090
IV. Transportation Expenses :			
Superintendence,	\$370,656.31	.0125	.0078
Dispatching Trains,	150,510.85	.0070	.0043
Station Employees,	4,188,724.90	.1989	.1210
Station Supplies and Expenses,	360,611.97	.0167	.0104
Yardmasters and their Clerks,	350,392.34	.0162	.0100
Yard Conductors and Brakemen,	363,487.04	.0399	.0249
Yard Switch and Signal Tenders,	199,051.96	.0092	.0057
Yard Supplies and Expenses,	21,369.59	.0009	.0006
Yard Enginemen,	478,289.57	.0221	.0198
Enginehouse Expenses—Yard,	113,328.04	.0052	.0033
Fuel for Yard Locomotives,	724,166.01	.0335	.0209
Water for Yard Locomotives,	11,427.78	.0005	.0003
Lubricants for Yard Locomotives,	12,112.95	.0006	.0004
Other Supplies for Yard Locomotives,	10,192.61	.0005	.0003
Motormen,	144,845.93	.0067	.0042
Road Enginemen,	1,721,619.77	.0797	.0497
Enginehouse Expenses—Road,	562,785.00	.0261	.0163
Fuel for Road Locomotives,	4,455,557.97	.2062	.1267
Water for Road Locomotives,	282,868.10	.0134	.0082
Lubricants for Road Locomotives,	84,938.26	.0039	.0025
Other Supplies for Road Locomotives,	72,442.81	.0033	.0021
Operating power plants,	236,421.63	.0109	.0068
Purchased power,	176,298.85	.0082	.0051
Road trainmen,	2,284,483.33	.1057	.0660
Train supplies and expenses,	663,830.86	.0307	.0192
Interlockers, block and other signals, operation,	600,691.00	.0279	.0174
Crossing flagmen and gatemen,	371,327.60	.0172	.0107
Drawbridge operation,	61,164.97	.0028	.0018
Clearing wrecks,	37,611.19	.0017	.0011
Telegraph and telephone, operation,	116,656.95	.0054	.0034
Operating floating equipment,	624,950.21	.0289	.0181
Stationery and printing,	339,845.43	.0111	.0069
Other expenses,	11,878.73	.0006	.0003
Loss and damage—freight,	425,343.07	.0197	.0123
Loss and damage—baggage,	4,578.78	.0002	.0001
Damage to property,	165,877.39	.0077	.0048
Damage to stock on right of way,	912.48	.0001	.0000
Injuries to persons,	502,178.31	.0232	.0145
Total of Accounts,	\$21,603,419.04	1.0000	.6339

Operating Expenses—Entire Line.—Concluded.

Account.	Amount.	Ratio A (per cent.)	Ratio B (per cent.)
V. General Expenses:			
Salaries and expenses of general officers, . . .	\$189,890.90	.1545	.0055
Salaries and expenses of clerks and attendants, . . .	477,079.38	.3896	.0188
General office supplies and expenses, . . .	88,944.90	.0818	.0011
Law expenses,	205,511.18	.1678	.0059
Insurance,	118,599.91	.0928	.0083
Pensions,	102,592.26	.0838	.0030
Stationery and printing,	37,488.82	.0306	.0011
Other expenses,	60,160.08	.0491	.0017
Total of Accounts	\$1,224,767.83	1.0000	.0854
Total Operating Expenses 6),	\$84,621,765.25	1.0000	1.0000

Summary.

Account.	Item.	Amount.
Maintenance of Way and Structures:		
Total of Accounts	\$5,576,075.00	
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.,	559,502.84	
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.,	4,970.88	
Total—Maintenance of Way and Structures,		\$6,130,606.46
Ratio to Total Operating Expenses (per cent),		17.00
Maintenance of Equipment:		
Total of Accounts	\$5,908,504.15	
Maintaining Joint Equipment at Terminals—Dr.,	1,728.42	
Maintaining Joint Equipment at Terminals—Cr.,	3,875.89	
Total—Maintenance of Equipment,		\$5,908,356.68
Ratio to Total Operating Expenses (per cent),		16.37
Traffic Expenses:		
Total of Accounts	\$308,999.78	
Total—Traffic Expenses,		\$308,999.78
Ratio to Total Operating Expenses (per cent),		.86

Summary. — Concluded.

Account.	Item.	Amount.
Transportation Expenses :		
Total of Accounts	\$21,603,419.04	
Operating Joint Yards and Terminals—Dr.,	781,577.80	
Operating Joint Yards and Terminals—Cr.,	40,182.18	
Operating Joint Tracks and Facilities—Dr.,	199,673.81	
Operating Joint Tracks and Facilities—Cr.,	8,161.86	
Total — Transportation expenses,		\$22,491,876.16
Ratio to Total Operating Expenses (per cent),		62.82
General Expenses :		
Total of Accounts	\$1,224,767.88	
General Administration Joint Tracks, Yards and Terminals—Dr.,	18,300.18	
Total—General expenses,		\$1,242,967.51
Ratio to Total Operating Expenses (per cent),		3.45
Total Operating Expenses,		\$23,680,806.54
Ratio of Operating Expenses to Operating Revenues (per cent),		66.89

Summary of Revenues and Expenses of Outside Operations and
Other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Revenues.	Expenses.	Net revenue or deficit.
Ferry lines,	\$2,481.36	\$8,247.84	*\$5,766.48
Sleeping-car service,	477,891.53	82,370.50	395,521.03
Parlor and chair car service,	958,210.39	260,800.37	697,410.02
Dining and special car service,	470,764.69	390,241.92	80,522.77
Hotels and restaurants,	69,343.15	63,398.98	5,944.17
Miscellaneous:			
Boston dormitories or rest rooms,	1,717.50	2,179.11	*461.61
Midway icing plant,	4,333.72	1,166.47	3,167.25
Lighterage,	37,770.48		37,770.48
Periodical advertising,	580.00	381.11	198.89
Total,	\$2,023,092.82	\$808,786.30	\$1,214,306.52

(b) OTHER PROPERTIES.

None.

* Deficit.

Rents Receivable.**1. FROM JOINT FACILITIES.**

Facility Leased.	Location.	Name of lessee.	Total amount.
Joint tracks : Use of tracks,	Acton Jct. to Concord Jct.	Boston & Maine R. R.,	\$3,082.20

2. FROM LEASE OF ROAD.

Road leased.	Location.	Name of Lessee.	Amount.
New York State Line to Mianus River, . . .	State of Connecticut,	New York and Stamford Ry. Co., . . .	\$30,000.00
Wicopsee Jct. to Fishkill Landing,	State of New York,	The Central New England Ry. Co., . . .	1,000.00
Total,			\$31,000.00

3. MISCELLANEOUS RENTS.

Total, \$326,059.74

NOTE—This amount, \$326,059.74, covers rents received from a large number of tenants in amounts from \$1.00 up.

Miscellaneous Income.

None.

Rents Payable.**1. FOR JOINT FACILITIES.**

Facility leased.	Location of property.	Name of lessor.	Item.
Joint Tracks:			
Tolls,	Woodlawn Jct. to G. C. Station,	N. Y. & Harlem R. R.	\$884,076.02
Use of tracks, .	Serling Jct. to Worcester, Mass., . .	Boston & Maine R. R.	28,688.23
" " "	Hopewell Jct. to Poughkeepsie,	Cent. New Eng. Ry.	3,905.55
" " "	Auburn, R. I., to Buttenwoods,	Rhode Island Co.,	*9.78
Total,			\$916,680.07
Joint Yard and Terminals:			
Grand Cent. Station,	New York City, . .	N. Y. C. & H. R. R. R.	\$440,090.00
Sta. accommodations,	125th St., N. Y. City,	" "	8,555.94
" " "	Springfield, Mass., .	" "	18,500.00
" " "	Pittsfield, Mass., . .	" "	1,999.96
" " "	Worcester, Mass., . .	" "	9,600.00
" " "	Ashland, Mass., . . .	" "	747.99
" " "	Westfield, Mass., . .	" "	1,755.00
" " "	Newton Highlands, Mass.	" "	450.00
" " "	So. Framingham, Mass.	" "	843.75
" " "	Lowell, Mass.,	Boston & Maine R. R.	600.00
" " "	Northampton, Mass., .	" "	800.00
Station facilities,	Fitchburg, Mass., . .	" "	800.05
" " "	Campbell Hall Transfer, N. Y.,	Cent. New Eng. Ry.	1,158.84
" " "	Shelburne Falls, Mass.,	Boston & Maine R. R.	100.03
" " "	Hopewell Crossing, N. Y.	Cent. New Eng. Ry.	109.98
Terminal facilities, .	Serling Jct., Mass., . .	Boston & Maine R. R.	706.61
" " "	Boston Mass.,	Boston Terminal Co.	373,960.81
Tower,	Woodlawn Jct., N. Y.,	N. Y. C. & H. R. R. R.	89.83
Sta. & track facilities,	New London, Conn., . .	N. Lond'n Union Sta.	6,621.84
Total,			\$362,491.13
Grand total, . .			\$1,779,151.20

* Adjustment of prior charges.

2. FOR LEASE OF ROAD.

Property leased.	Guaranteed interest on bonds.	Guaranteed dividend on stocks.	Cash.	Total.
Old Colony R. R.	\$684,520.00	\$855,729.00	\$8,200.42	\$1,498,449.42
Boston & Providence R. R.	86,800.00	880,867.50	8,001.40	475,665.90
Prov. & Worcester R. R.	60,000.00	823,810.00	6,000.00	889,810.00
Norwich & Worcester R. R.	48,000.00	235,600.00	2,504.86	286,104.86
Harlem River & P. C. R. R.	8,840.00			8,840.00
New Haven & N. H. Co.,	184,358.02		11,250.00	145,608.02
Holyoke & Westfield R. R.			46,000.00	46,000.00
Berkshire R. R.		14,904.00		14,904.00
Prov., Warren & Bristol,		5,994.00	514.88	6,508.88
Plymouth & Middleboro,	11,250.00		100.00	11,850.00
Milford & Woonsocket,	1,250.00			1,250.00
Milford, Franklin & Prov.,	800.00			800.00
Chatham R. R.			4,424.47	4,424.47
West Shore R. R.	1,500.00	4,000.00		5,500.00
Conn. Ry. & Lighting Co.,	611,427.00		488,578.00	1,045,000.00
Betterments on leased roads as under:				
Boston & Providence,			9,570.72	9,570.72
Providence & Worcester,			6,077.24	6,077.24
Prov., Warren & Bristol,			18.04	18.04
Conn. Ry. & Lighting Co.,			1,270.26	1,270.26
Old Colony R. R.,			8.02	8.02
Norwich & Worcester,			127.17	127.17
Holyoke & Westfield,			8.81	8.81
	\$1,598,240.02	\$1,820,404.50	\$587,649.29	\$3,956,298.81

MISCELLANEOUS RENTS.

Name.	Location.	Lessor.	Item.
G. C. Sta., Room 600,	New York City,	N. Y. C. & H. R. R. R.,	\$101.44
Land for shops,	Mott Haven, N. Y.,	" " "	65.00
Biers, . . .	East River, N. Y. city,	City of New York et al.,	158,900.54
Wharf, . . .	South Boston, Mass.,	Boston Wharf Co.,	27,500.00
" . . .	Newport, R. I.,	Trustees Long Wharf,	1,400.00
Pier, . . .	Brooklyn, N. Y.,	Ireland Real Estate Co.,	10,125.00
Land, . . .	Fishkill Landing, N. Y.	Central New Eng. Ry.,	1.00
Street franchise,	Providence, R. I.,	City of Providence,	750.00
Viaduct, . . .	Worcester, Mass.,	Boston & Maine R. R.,	287.18
Total, . . .			\$199,180.11

Rentals Due on Leased Roads.**SCHEDULE E.**

Name.	Total.	Less dividend received on stock owned.	Less interest on bonds owned.	Net amount.
Old Colony,	\$1,981,750.42	\$488,801.00	.....	\$1,498,449.42
Boston & Providence,	494,801.40	19,132.50	.....	475,668.90
Providence & Worcester,	416,000.00	26,690.00	.....	389,310.00
Norwich & Worcester,	290,504.86	4,400.00	.....	286,104.86
Harlem River & P. C.,	40,000.00	.....	\$31,160.00	8,840.00
New Haven & N. H. Co.,	288,896.84	98,400.00	89,898.32	145,608.02
Holyoke & Westfield,	46,000.00	.....	.....	46,000.00
Berkshire,	68,864.00	48,960.00	.....	14,904.00
Prov., Warren & Bristol,	26,758.88	20,250.00	.....	6,508.88
Plymouth & Middleboro,	11,350.00	.....	.....	11,350.00
Milford & Woonsocket,	1,250.00	.....	.....	1,250.00
Milford, Franklin & Prov.,	800.00	.....	.....	800.00
Chatham,	4,424.47	.....	.....	4,424.47
West Shore Ry.,	5,500.00	.....	.....	5,500.00
Conn. Ry. & Lighting Co.,	1,045,000.00	.....	.....	1,045,000.00
				\$3,939,213.55
Betterments on leased roads:				
Boston & Providence,	9,570.72	.....	.....	9,570.72
Providence & Worcester,	6,077.24	.....	.....	6,077.24
Prov., Warren & Bristol,	18.04	.....	.....	18.04
Conn. Ry. & Lighting Co.	1,270.26	.....	.....	1,270.26
Old Colony,	8.02	.....	.....	8.02
Norwich & Worcester,	127.17	.....	.....	127.17
Holyoke & Westfield,	8.81	.....	.....	8.81
	\$4,728,480.68	\$701,133.50	\$71,058.82	\$3,956,298.81

Other Deductions from Income.

Nature of deduction.	Amount.
Payments to The Rhode Island Co., as per agreement of Feb. 29, 1904,	\$3,125.00
Miscellaneous,	457.72
Total,	\$3,582.72

Separately Operated Properties.

Name of property.	Location.	Total net profit.
The Connecticut Company,	State of Connecticut,	\$3,644,314.86

Hire of Equipment.

A. EQUIPMENT LEASE.

Rents accrued receivable: None.

Rents accrued payable: None.

B. EQUIPMENT INTERCHANGED.

Kind of equipment.	Days.	Hours.	Miles.	Rate.	Item.	Amount.
Accrued on equipment borrowed:						
Locomotives,		48,111 ¹⁰⁰		\$.87½	\$18.28	
" "		2,585 ¹⁰⁰		1.00	2,585.65	
Pas'nger train cars,	3			3.00	\$9.00	\$2,558.98
" " "	9			5.00	45.00	
" " "			1,091,132	.01½	16,866.88	
" " "			177,240	.08	5,817.20	
" " "			128	.05	6.40	
" " "			851	.10	85.10	
Freight train cars,	35			.20	\$7.00	21,779.58
" " "	4,071,668 ¹⁰⁰			.25	1,017,915.82	
" " "	14			.80	11.20	
" " "	90			1.00	90.00	
" " "	1			1.50	1.50	1,018,025.52
Work cars, .	90			.25	\$22.50	
" " "	747			.75	560.25	
" " "	2			1.00	2.00	
" " "	299			1.25	878.75	
" " "	8,004			1.75	5,257.00	6,215.50
Grand Central Sta.,						A 96,598.97
Accrued on equipment loaned :						\$1,145,168.45
Locomotives,		6,918½		.87½	\$2,594.85	
" "		8,872½		.50	4,186.05	
" "		6½		2.82 ¹⁰⁰	18.35	
" "		24		8.51	84.24	
" "	28½			5.00	119.00	
" "	151			9.00	1,859.00	
" "	148 ¹⁰⁰			10.00	1,485.82	
Pas'nger train cars,	5			2.00	\$10.00	\$9,846.81
" " "	50			3.00	150.00	
" " "	412			5.00	2,060.00	
" " "	202			15.00	3,080.00	
" " "			1,998,779	.01½	29,906.69	
" " "			421,476	.08	12,644.28	
" " "			1,286	.10 ¹⁰⁰	181.60	
Freight train cars,	2,684,467½			.25	\$671,116.96	47,932.57
" " "	1,948			1.00	1,948.00	
" " "	79			1.50	118.50	
Work cars, .	92,821			.25	\$23,205.25	678,178.46

Hire of Equipment.—Continued.**B. EQUIPMENT INTERCHANGED.—Concluded.**

Kind of equipment.	Days.	Hours.	Miles.	Rate.	Item.	Amount.
Work cars, . . .	1,836 $\frac{1}{10}$	.....	.....	.50	918.05	
" . . .	724	.....	.....	.75	543.00	
" . . .	373 $\frac{1}{2}$	.....	.....	1.00	373.50	
" . . .	567	.....	.....	1.25	708.75	
" . . .	5,165	.....	.....	1.50	7,747.50	
" . . .	14	.....	.....	1.75	24.50	
" . . .	38	.....	.....	2.00	76.00	
" . . .	10	.....	.....	2.33 $\frac{1}{3}$	23.35	
" . . .	45	.....	.....	3.00	135.00	
" . . .	12 $\frac{11}{100}$	.....	.....	5.00	61.55	
" . . .	1	.....	.....	10.00	10.00	88,826.45
						\$764,784.29

A—This company pays only a proportion of the amount paid by the Grand Central Terminal for hire of equipment on wheelage basis which varies monthly, and the detailed analysis of which is not kept by this company.

Recapitulation of Hire of Equipment.

	Amount receivable.	Amount payable.
Equipment leased,	0	0
Equipment interchanged,	\$764,784.29	\$1,145,168.45
Private cars,	0	80,045.97
Total,	\$764,784.29	\$1,225,214.42
Balance,		\$460,430.13

Car Mileage.

Cars used	Description	%c rate	Car miles and rate of compensation 6/10c rate	Amount
American Cotton Oil Co.,	Tank,	316,957	.....	\$2,377.18
American Linseed Co.,	Tank,	18,965	.....	142.23
American Live Stock Transportation Co.,	Stock,	.....	3,190	19.14
American Refrigerator Transit Co.,	Refrigerator,	76,176	.....	571.32
American Tank Line,	Tank,	5,877	.....	44.08
Arms Palace Horse Car Co.,	Horse,	.....	24,876	149.26
Atlantic Seaboard Despatch,	Refrigerator and tank,	1,460	.....	10.95
Armour Car Line,	Refrigerator and box,	2,225,855	16,969	16,795.72
American Oil Works,	Tank,	116	.....	.87
American Dressed Beef and Provision Co.,	Refrigerator,	2,117	.....	15.88
American Steel and Wire Co.,	Rack,	.....	1,076	6.46
Agar Fresh Meat Express,	Refrigerator,	198	.....	1.49
Basic Extract Co.,	Tank,	3,715	.....	27.86
Bay Terminal R. R. Co.,	Tank,	568	.....	4.26
Berwind-White Coal Mining Co.,	Coal,	.....	425,338	2,552.02
Booth & Co., A.,	Refrigerator,	286	.....	2.15
Brill, J. G., Co.,	Flat,	.....	132	.79
Buckeye Transportation Co.,	Refrigerator,	476	.....	3.57
Beadleston & Woerz,	Refrigerator,	3,957	.....	29.68
Burton, J. K.,	Tank,	291	.....	2.18
Bulah Coal Co.,	Coal,	.....	2,035	12.21
Bird & Son, F. W.,	Tank,	629	.....	4.72
Big Bend Coal Mining Co.,	Coal,	.....	138	.83
Baltimore Mfg. Co.,	Tank,	611	.....	4.58
Brevard Tannin Co.,	Tank,	5,844	.....	43.83
Bins Chemical Co., Jos.,	Tank,	1,103	.....	8.27
Chicago, New York and Boston Refrigerator Co.,	Refrigerator,	54,140	.....	406.05
Cochrane Chemical Works,	Refrigerator,	372	.....	2.79
Cleveland Provision Co.,	Tank,	343	.....	2.57
Cold Blast Transportation Co.,	Refrigerator,	347,780	.....	2,608.35
Columbia Tank Line,	Tank,	2,172	.....	16.29
Clapp Ammonia Co., B. P.,	Tank,	823	.....	6.17
Continental Refining Co.,	Tank,	381	.....	2.86
Complanter's Tank Line,	Tank,	8,025	.....	60.19

Car Milesage—Continued.

Name of owner	Cars used	Description	Car miles and rate of compensation	
			¼c rate	6/10c rate
Crescent Tank Line,		Tank,	8,676	Amount
Crystal Car Line,		Tank,	957	65.07
Champion Filter Co.,		Tank,	21,386	7.18
Cudahy Refrigerator and Car Co.,		Refrigerator,	686,815	160.40
Coolidge Refrigerator and Car Co.,		Refrigerator,	969	5,181.11
Columbia Coal Mining Co.,		Coal,	337	7.27
Chicago Refrigerator Car Co.,		Refrigerator,	42,843	2.02
Colonial Tank Line,		Tank,	6,949	321.32
Clearfield & Cambria Coal and Coke Co.,		Coal,	5,113	52.12
Columbia Chemical Co.,		Tank,	88	30.68
Conway Wood Co.,		Box,	825	.66
Cutting Car Co.,		Rack,	13,885	4.95
Cedar Rapids Refrigerator Line,		Refrigerator,	17,495	83.31
Cold Blast Refrigerator Transit Line,		Refrigerator,	1,453	131.21
Dairy Shippers' Despatch,		Refrigerator,	41,608	10.90
Dold Packing Co., J.,		Refrigerator,	23,680	311.31
Doud Stock Car Co.,		Stock,	1,283	177.60
Diamond Car Line,		Tank,	3,576	5.69
Delaware River & Union R. R.,		Tank,	432	9.62
Emery Mfg. Co.,		Tank,	2,109	26.82
Excelsior Oak Extract Co.,		Tank,	62,969	3.24
East Jersey R. R. & Terminal Co.,		Tank,	472	15.82
Emblenton Refining Co.,		Tank,	504	472.27
Eastern Live Stock Express Co.,		Stock,	713	3.54
Fairmont Coal Co.,		Coal,	720	3.02
Freedom Oil Works,		Tank,	5,976	4.28
Franklin Tank Line,		Tank,	7,913	5.40
German American Car Co.,		Refrigerator,	12,559	44.82
General Electric Co.,		Flat,	7,213	59.36
Germania Refining Co.,		Tank,	4,055	1.48
Gulf Refining Co.,		Tank,	661	94.19
Heald & Co., J. H.,		Tank,	182	54.10
Halsted & Co.,		Tank,	182	30.41
Hilldale Farm,		Horse,	182	4.88
				1.09

Car Mileage—Continued.

Name of owner	Cars used	Description	Car miles and rate of compensation ¼c rate 8/10c rate	Amount
Heinz Co., H. J.,		Refrigerator,	4,633	34.75
Indianapolis Abattoir Co.,		Refrigerator,	76,675	575.06
Imperial Extract Co.,		Tank,	287	2.15
Independent Refining Co.,		Tank,	566	4.17
Indian Refining Co.,		Tank,	2,584	19.38
Island Petroleum Co.,		Tank,	358	2.89
Johnson Automatic Refrigerator Line,		Refrigerator,	630	4.73
Jamison Coal and Coke Co.,		Coal,	120	.72
Kentucky Refining Co.,		Tank,	267	2.00
Keystone Coal and Coke Co.,		Coal,	5,847	35.08
Kingan Refrigerator Line,		Refrigerator,	8,406	63.04
Lipp, F. W.,		Hay,	10,180	61.08
Logan Coal Co.,		Coal,	2,522	15.13
Lemac Carrier Co.,		Live poultry,	887	358
Live Poultry Transportation Co.,		Live poultry,	454	8.80
Libby, McNeil & Libby,		Refrigerator,	5,345	8.55
Midland Linseed Despatch,		Tank,	32	40.09
Marden, Orth & Hastings,		Tank,	581	.24
Merrimac Chemical Co.,		Tank,	87	4.36
Milwaukee Refrigerator Transit Co.,		Refrigerator,	78,868	.65
Missouri River Despatch Transportation Co.,		Refrigerator,	40,772	591.51
Mather Horse and Stock Car Co.,		Horse and stock,	16.03	305.79
Merchants Despatch Transportation Co.,		Refrigerator,	2,672	16.03
Morrell Refrigerator Line,		Refrigerator,	229,369	1,720.27
Morris & Co.,		Refrigerator,	660	4.95
Northern Tank Line,		Refrigerator,	759,105	5,693.29
National Despatch Line,		Tank,	256	1.92
National Car Line Co.,		Box,	8,206	49.23
New England Gas and Coke Co.,		Refrigerator,	743,359	5,575.19
Narragansett Brewing Co.,		Coal,	87,424	524.54
New Haven Gaslight Co.,		Refrigerator,	82,806	621.05
Oak Ridge Coal and Coke Co.,		Tank,	1,019	7.64
Pennsylvania Coal and Coke Co.,		Coal,	1,474	8.84
Proctor & Gamble Co.,		Coal,	50,577	303.46
		Tank,	10,289	77.17

Car Mileage—Continued.

Cars used	Description	Car miles and rate of compensation.	
		%c rate	Amount
Pure Oil Co.,	Tank,	1,405	10.54
Pacific Fruit Express,	Refrigerator,	74,587	559.40
Pittsburgh-Buffalo Co.,	Coal,	.....	13
Pennsylvania Gas and Coal Co.,	Coal,	260,987	1,565.92
Pittsburgh Coal Co.,	Coal,	3,402	20.41
Pittsburgh Plate Glass Co.,	Box,	1,360	8.16
Produce Shippers' Despatch,	Refrigerator,	.....	116.37
Puritan Coal Mining Co.,	Coal,	128	.77
Portsmouth Cotton Oil Refining Corporation,	Tank,	732	5.49
Pittsburgh Provision and Packing Co.,	Refrigerator,	21,542	161.57
Piper & Co., W. H.,	Coal,	1,818	10.91
Pittsburgh Oil Refining Co.,	Tank,	801	6.01
Pennsylvania Paraffine Works,	Tank,	314	2.36
Ruddy Refrigerator Line,	Refrigerator,	15,637	117.28
St. Louis Refrigerator Car Co.,	Refrigerator,	34,297	257.23
Santa Fé Refrigerator Despatch Co.,	Refrigerator,	179,333	1,345.00
Shippers' Refrigerating Car Co.,	Refrigerator,	70,157	526.18
Seneca Oil Works,	Tank,	10,105	75.70
Solvay Process Co.,	Tank,	3,271	24.53
Street's Western Stable Car Line,	Stock,	4,428	26.57
Swift's Refrigerator Line,	Refr., box, tank and stock,	972,764	8,363.08
Smethport Extract Co.,	Tank,	7,084	53.13
Spears Tank Line,	Tank,	12,000	90.00
Sterling Coal Co.,	Coal,	.....	215.63
Superior Oil Works,	Tank,	3,033	22.75
St. Louis Independent Packing Co.,	Refrigerator,	9,433	70.75
Shamberg & Son, J.,	Stock,	168	1.01
Spencer, Kellogg Co.,	Tank,	3,296	24.72
Starks Heater Car Co.,	Refrigerator,	81,320	609.90
South Fork Coal Mining Co.,	Coal,	1,779	10.67
Susquehanna Coal Co.,	Coal,	1,258	7.54
Tanners' & Dyers' Extract Co.,	Tank,	7,977	59.83
Titusville Oil Works,	Tank,	3,638	27.29
The Texas Co.,	Tank,	96,193	721.45

Car Mileage—*Included.*

Name of owner	Cars used	Description	Car miles and rate of compensation		
			¾c rate	6/10c rate	Amount
Texas City Refining Co.,		Tank,	4,686	.....	35.15
Union Refrigerator Transit Co., of Wisconsin,		Refrigerator,	168,255	.....	1,261.91
Union Tank Line,		Tank,	822,036	.....	6,165.27
United States Navy Car No. 1, Portsmouth, N. H.,		Flat,	.....	290	1.74
United Metallic Cartridge Co.,		Box,	.....	64	.38
United Gas Improvement Co.,		Tank,	672	.....	5.04
Union Petroleum Co.,		Tank,	4,155	.....	31.16
United Refining Co.,		Tank,	2,748	.....	20.61
Venice Transportation Co.,		Flat,	.....	172	1.03
Valvoline Oil Co.,		Tank,	13,273	.....	99.55
Wood Products Co.,		Tank,	1,515	.....	11.36
Wilburine Oil Works,		Tank,	3,120	.....	23.40
Webster Coal and Coke Co.,		Coal,	.....	332,047	1,992.28
Westinghouse Electric and Mfg. Co.,		Flat,	.....	115	.69
Western Live Stock Express,		Stock,	.....	118,332	708.99
Westmoreland Coal Co.,		Coal,	.....	777,492	4,664.95
Wason Mfg. Co.,		Flat,	.....	905	5.43
Waverly Oil Co.,		Tank,	27,292	.....	204.69
Warren Bros. Co.,		Tank,	1,410	.....	10.58
Western Refrigerator Despatch,		Refrigerator,	654	.....	4.91
			8,764,520	2,385,345	\$80,045.97

Taxes and Assessments.

FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.	On property owned, not used in operation, and miscellaneous.	Total.
	On the value of real and personal property.	On the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	On gross or net earnings, revenue, or dividends.		
Connecticut,	\$70,081.83	\$1,579,994.19	.....	\$12,301.25	\$1,662,227.97
Rhode Island,	237,887.07	.....	.....	.....	237,887.07
Massachusetts,	672,639.45	509,211.11	.....	19,439.89	1,201,270.45
New York,	302,849.46	.....	\$19,547.73	.....	322,397.19
New Hampshire,	344.00	.....	.....	.....	344.00
Total,	\$1,905,741.81	\$2,089,205.30	\$19,547.73	\$21,631.14	\$2,446,125.98

Comparative General Balance Sheet.

JUNE 30, 1909.		Assets.	JUNE 30, 1908.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$111,946,714.97	Cost of Road—Page 944, . . . . .	.....	\$112,738,935.96	\$1,478,580.89	.....
.....	47,894,637.71	Cost of Equipment—Page 944, . . . . .	.....	54,008,608.25	6,723,965.54	.....
.....	946,323.41	General Expenditures, <i>s</i> . . . . .	.....	364,811.51	5,459 10	.....
.....	80,559,908.08	Stocks Owned—Page 948, . . . . .	.....	70,399,548.98	5,889,588.98	.....
.....	11,876,197.28	Funded Debt Owned—Page 950, . . . . .	.....	9,804,900.86	.....	1,771,388.55
.....	28,714,873.28	Cost of Floating Equipment, Street Railways and other properties, . . . . .	.....	40,361,608.66	1,647,080.88	.....
\$1,012,760.70	.....	Cost of acquisition of equity in property, . . . . .	.....	.....	.....	1,012,760.70
2,293,006.76	2,293,887.46	Improvements & Betterments on leased properties, . . . . .	.....	2,658,587.26	378,460.68	.....
b.....	57,466,508.08	Cash and Current Assets—Page 941, . . . . .	.....	53,810,708.46	.....	4,645,801.56
.....	.....	Other Assets:	.....	.....	.....	.....
.....	4,595,170.48	Materials and Supplies—Page 941, . . . . .	.....	3,405,910.90	.....	1,188,989.58
b.....	1,972,081.64	Sinking, Insurance, and Other Funds—Pages 938 and 954, . . . . .	.....	1,733,844.31	460,982.97	.....
5,190,000.00	.....	Park Square Boston, { held for sale,	5,079,702.08	.....	.....	40,947.97
90,000.00	.....	South St., New York, }	90,000.00	.....	.....	.....
94,854.94	.....	Prepaid Insurance and Rentals,	14,104.68	.....	.....	80,860.16
201,928.06	5,693,989.96	Suspense Account,	654,799.58	5,538,588.32	353,794.43	.....
.....	.....	Advances to and expenditures on the Harlem River & Port Chester R. R., . . . . .	.....	23,994,617.36	4,762,968.88	.....
.....	17,581,648.46	.....	.....	.....	.....	.....
.....	.....	Grand Total, . . . . .	.....	\$881,400,383.97	\$13,908,462.07	.....
.....	\$393,491,800.80	.....	.....	.....	.....	.....

Explanatory Remarks.

a—This includes General Expenditures since July 1, 1907, only.

b—Sinking, Insurance and other funds amounting to \$1,272,081.64 were included in "Current Assets" in 1908 report.

For purposes of comparison we have this year entered as per page 271,

Comparative General Balance Sheet—CONTINUED.

JUNE 30, 1908.		Liabilities.	JUNE 30, 1909.			
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$97,898,700.00	Capital Stock—Page 287, . . . . .	.....	\$100,000,000.00	\$2,104,300.00	.....
.....	230,444,750.00	Funded Debt—Page 238, . . . . .	.....	324,859,815.00	4,415,135.00	.....
.....	11,116,315.87	Current Liabilities—Page 241, . . . . .	.....	14,947,904.82	3,731,588.95	.....
\$3,113,323.04	.....	Accrued Interest on Funded Debt not yet payable,	\$2,461,737.94	.....	349,505.00	.....
902,940.26	2,315,163.19	Accrued Rentals not yet payable,	188,617.00	2,450,344.94	.....	\$14,323.25
1,012,933.64	.....	Insurance Fund,	1,103,703.38	.....	90,700.74	.....
259,148.00	.....	Accident and Casualty Fund,	275,344.12	.....	16,106.12	.....
883,156.32	.....	Sinking Fund, C. R. & L. Co.'s Bonds,	410,073.87	.....	77,922.64	.....
.....	.....	Worc. & Conn. Eastern Ry. Sinking Fund,	19,560.00	.....	19,560.00	.....
1,071,413.18	2,075,651.05	Equipment Replacement Fund,	1,935,889.22	3,764,555.59	884,456.04	.....
.....	183,443.09	Miscellaneous Suspense Accts., . . . . .	.....	798,744.73	605,301.64	.....
.....	10,998,177.53	Obligations to Leased Companies for Equipment & Personal Property, . . . . .	.....	11,455,984.87	460,877.35	.....
.....	55,200.00	Real Estate Mortgages, . . . . .	.....	23,500.00	.....	.....
.....	12,890,490.18	Profit and Loss—Page 246, . . . . .	.....	12,999,443.03	188,952.84	.....
.....	.....	Grand Total, . . . . .	.....	\$381,400,353.97	\$12,908,462.07	.....
.....	\$368,491,800.90	.....	.....	.....	.....	.....

Important Changes During the Year.

1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. All other important changes:

1. None.

2. The decrease of 2.92 miles in single track is accounted for as under:

Between Bethel and Hawleyville (abandoned),	5.95	
Less:		
Between Waterbury & Watertown (new line),	.25	
" Providence & E. Providence (new line),	1.88	
B. & P., P. & W., and P. W. & B. (new line),	.30	
Fractional changes due to remeasurements,	.60	3.03
		2.92

The increase of 10.25 miles in second track is accounted for as under:

Between Waterbury & Tolles (new lines),	8.37	
" Naugatuck Junc. & Winsted (new line),	.05	
" Providence & East Providence (new line),	1.88	
B. & P., P. & W., and P. W. & B., (new line),	.30	
Boston & Newport (new line),	.37	
	10.97	
Less fractional changes due to remeasurements,	.72	10.25

The increase of 8.00 miles in third track is accounted for as under:

Between Providence & East Providence (new line),	.11	
" Harlem River & New Rochelle (new line),	7.89	8.00

The increase of 8.00 miles in fourth track is accounted for as under:

Between Providence & East Providence (new line),	.11	
" Harlem River & New Rochelle (new line),	7.89	8.00

The increase of 8.90 miles each in fifth and sixth tracks is account of new line constructed between Harlem River and New Rochelle,

New sidings including remeasurements, less side track removed,

Net increase,

17.80
40.94
82.07

3. None.

4. None.

5. None.

6. The only increase in capital stock is on account of sale of treasury stock (see Note 8).

7. There have been issued during the year:

6% convertible debenture certificates (including subscriptions and advance payments),	\$12,010,225.00
3½% convertible debenture certificates (including subscriptions and advance payments),	7,300.00
* Boston & New York Air Line R. R. Co., first mortgage bonds,	1,602,000.00
* Stafford Springs Street Ry Co., first mortgage bonds,	350,000.00
* Pawtuxet Valley R. R. Co., first mortgage bonds,	160,000.00
Total increase,	\$14,129,525.00

* In treasury July 1, 1908, sold during the year (see Note 8).

The following have been paid off during the year:

4% convertible debenture certificates, due 1908,	\$4,400.00
4½% two-year debenture notes, due 1908,	600,000.00
5% two-year debenture notes, due 1908,	7,810,000.00
5¼% two-year debenture notes, due 1908,	1,300,000.00
Total decrease,	\$9,714,400.00

8. The following securities of the company on hand July 1, 1908, have been disposed of during the year:

21,043 shares capital stock,	\$2,104,300.00
Boston & New York Air Line R. R., first mortgage bonds,	1,602,000.00
Stafford Springs Street Ry. Co., first mortgage bonds,	350,000.00
Pawtuxet Valley R. R. Co., first mortgage bonds,	160,000.00

9. None.

Contracts, Agreements, etc.

1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. None.

2. None.

3. None.

4. None.

5. None.

6. None.

7. None.

8. None.

9. None except side track and other minor contracts.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Av. daily compensation.
General Officers,	30	10,080	\$275,270.76	\$27.44
Other Officers,	105	35,917	244,915.46	6.83
General Office Clerks,	1,423	458,660	1,024,845.52	2.23
Station Agents,	789	285,186	626,556.92	2.20
Other Station Men,	4,818	1,567,207	3,152,926.10	2.01
Enginemen,	1,169	394,054	1,548,967.15	8.93
Firemen,	1,180	399,740	905,484.85	2.27
Conductors,	1,040	379,824	1,258,626.55	3.30
Other Trainmen,	3,212	1,028,805	2,381,275.85	2.31
Machinists,	723	181,792	588,568.95	2.96
Carpenters,	1,307	360,444	906,898.45	2.51
Other Shopmen,	3,106	915,491	1,980,762.90	2.16
Section Foremen,	608	211,499	529,112.50	2.50
Other Trackmen,	4,907	1,461,878	2,278,815.80	1.56
Switch Tenders, Crossing Tenders, and Watchmen,	1,766	625,104	1,122,788.90	1.80
Telegraph Operators and Dispatchers,	404	144,210	350,453.30	2.43
Employees—acct. Floating Equipm't,	367	122,248	299,999.80	2.43
All other Employees and Laborers,	4,597	1,377,873	2,677,993.67	1.94
Total (including "General Officers").	31,551	9,960,412	\$22,098,262.98	\$2.22
Less "General Officers,"	30	10,080	275,270.76	27.44
Total (excluding "General Officers").	31,521	9,950,332	\$21,822,992.17	\$2.19
Distribution of above:				
Maintenance of Way and Structures,	7,409	2,301,909	4,394,170.04	1.91
Maintenance of Equipment,	6,368	1,888,228	4,156,544.62	2.20
Traffic Expenses,	132	38,960	158,546.62	4.07
Transportation Expenses,	16,229	5,289,041	12,348,277.53	2.33
General Expenses,	988	311,921	626,877.07	2.65
Outside Operations,	425	130,353	213,847.05	1.64
Total (including "General Officers").	31,551	9,960,412	\$22,098,262.98	\$2.22
Less "General Officers,"	30	10,080	275,270.76	27.44
Total (excluding "General Officers").	31,521	9,950,332	\$21,822,992.17	\$2.19
Total (including "General Officers"),— Entire Line,	31,551	9,960,412	\$22,098,262.98	\$2.22

Traffic and Mileage Statistics — Entire Line.

Item.	No. passengers, tonnage.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	75,957,983			
No. of passengers carried one mile,	1,401,652,879			
No. of passengers carried one mile per mile of road,	686,214			
Average distance carried, miles,	18.45			
Total passenger revenue,		23,852,741	77	
Average am't received from each passenger,			80	0.86
Average receipts per passenger per mile,			01	6.80
Total passenger service train revenue,		26,323,469	09	
Passenger service train revenue per mile of r'd,		12,887	80	
Passenger service train revenue per train mile,		1	74	7.28
Freight Traffic:				
No. of tons carried of freight earning revenue,	19,968,372			
No. of tons carried one mile,	1,872,419,428			
No. of tons carried 1 mile, per mile of road,	916,688			
Average distance haul of one ton, miles,	98.77			
Total freight revenue,		26,595,969	67	
Average am't received for each ton of freight,			1	33 1.91
Average receipts per ton per mile,			01	4.20
Freight revenue per mile of road,		18,020	70	
Freight revenue per train mile,		8	84	6.28
Total traffic:				
Operating revenues,		54,347,630	97	
Operating revenues per mile of road,		26,607	21	
Operating revenues per train mile,			2	48 4.90
Operating expenses,		36,080,306	54	
Operating expenses per mile of road,		17,663	99	
Operating expenses per train mile,			1	64 9.68
Net operating revenue (or deficit),		18,267,324	43	
Net operating revenue (or deficit) per mile of road,		8,943	22	
Average number of passengers per car mile,	26.00			
Average No. of passengers per train mile,	98.00			
Average No. of passenger cars per train mile,	4.61			
Average No. of tons of freight per loaded car mile,	14.21			
Average No. of tons of freight per train mile,	270.78			
Average No. of freight cars per train mile,	28.42			
Average No. of loaded cars per train mile,	19.05			
Average No. of empty cars per train mile,	8.39			
Average mileage operated during year,	2,042.59			

Traffic and Mileage Statistics—Entire Line.—(Concluded.)

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE :		
Revenue Service—		
Freight locomotive, miles,	7,325,996	.....
Passenger locomotive, miles,	15,608,716	.....
Mixed locomotive, miles,	263,998	.....
Special locomotive, miles,	43,992	.....
Switching locomotive, miles,	5,030,249	.....
Total revenue locomotive mileage, . . . . .	.....	28,267,951
Nonrevenue service locomotive miles, . . . . .	.....	1,482,690
CAR MILEAGE :		
Revenue Service—		
Freight car, miles, loaded,	131,757,751	.....
Empty,	58,032,068	.....
Caboose,	6,757,577	.....
Total freight car, miles, . . . . .	.....	196,547,391
Passenger car, miles,—		
Passenger,	45,120,626	.....
Sleeping, parlor, and observation,	9,282,705	.....
Other passenger train cars,	15,158,888	.....
Total passenger car, miles, . . . . .	.....	69,562,214
Special car, miles,		
Freight—loaded,	57,429	.....
Caboose,	4,028	.....
Passenger,	273,531	.....
Sleeping, parlor, and observation,	101,972	.....
Total special car, miles, . . . . .	.....	436,950
Total revenue car mileage, . . . . .	.....	266,546,555
Nonrevenue service car, miles, . . . . .	.....	2,874,985
TRAIN MILEAGE :		
Revenue Service—		
Freight train, miles,	6,757,577	.....
Passenger train, miles,	14,908,128	.....
Mixed train, miles,	157,240	.....
Special train, miles,	48,142	.....
Total revenue, train mileage, . . . . .	.....	21,871,082
Nonrevenue service train, miles, . . . . .	.....	898,816

Freight Traffic Movement.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain,	53,078	355,337	408,415	.0205
Flour,	24,361	190,864	215,025	.0108
Other Mill Products,	56,094	247,410	303,504	.0152
Hay,	20,532	252,423	272,955	.0136
Tobacco,	8,097	1,409	9,506	.0005
Cotton,	46,476	73,832	120,308	.0060
Fruit and Vegetables,	70,666	236,085	306,751	.0154
Other Products of Agriculture,	26,014	97,623	123,637	.0061
Total,	305,318	1,454,783	1,760,101	.0881
Products of Animals:				
Live Stock,	9,324	30,844	40,168	.0020
Dressed Meats,	8,166	129,003	137,169	.0069
Other Packing-House Products,	12,052	18,209	30,261	.0015
Poultry, Game, and Fish,	27,454	1,693	29,147	.0015
Wool,	34,146	32,725	66,871	.0033
Hides and Leather,	39,591	63,603	103,194	.0052
Other Products of Animals,	98,004	52,509	150,513	.0075
Total,	228,737	328,586	557,323	.0279
Products of Mines:				
Anthracite Coal,	465,404	1,726,877	2,192,081	.1098
Bituminous Coal,	1,556,058	1,195,329	2,751,387	.1878
Coke,	29,432	52,877	82,309	.0041
Ores,	5,900	17,573	23,473	.0012
Stone, Sand, and other like Articles,	682,005	75,741	757,746	.0390
Other Products of Mines,	24,741	45,605	70,346	.0035
Total,	2,763,540	3,113,802	5,877,342	.2944
Products of Forests:				
Lumber,	181,907	591,242	773,149	.0387
Other Products of Forests,	109,522	55,699	165,221	.0084
Total,	291,429	646,941	938,370	.0471

Freight Traffic Movement.—*Concluded.*

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Manufactures:				
Petroleum and other Oils,	155,216	54,986	210,202	.0105
Sugar,	23,142	3,732	26,874	.0013
Naval Stores,	1,400	75	1,475	.0001
Iron, Pig and Bloom,	103,046	181,218	284,264	.0142
Iron and Steel Rails,	28,511	71,453	99,964	.0050
Other Castings and Machinery,	185,033	95,663	280,696	.0140
Bar and Sheet Metal,	215,792	255,394	471,186	.0236
Cement, Brick, and Lime,	516,618	391,872	908,490	.0455
Agricultural Implements,	790	241	1,031	.0001
Wagons, Carriages, Tools, etc.,	5,660	1,822	7,482	.0004
Wines, Liquors, and Beers,	67,635	56,086	123,721	.0062
Household Goods and Furniture,	20,676	19,544	40,220	.0020
Other Manufactures,	678,701	532,964	1,211,665	.0606
Total,	2,002,220	1,665,050	3,667,270	.1885
Merchandise,	3,074,634	717,366	3,792,000	.1899
Miscellaneous—Other commodi- ties not mentioned above,	2,596,652	779,214	3,375,866	.1691
Total Tonnage—Entire Line,	11,262,530	8,705,742	19,968,272	100.00

EXPLANATORY REMARKS.

Passenger service—All passenger cars are equipped with Westinghouse air brake with the exception of 25, which are equipped with Eames vacuum brake.

Company service—305 gravel cars, include 4 plows and 1 spreader car, included in "Other company cars" in 1908.

Description of Equipment—Entire Line.

Item.	Number on June 30, 1906.	Number added during year.	Number re- tired during year.	Number on June 30, 1907.	No. fitted with train brake.	No. fitted with automatic coupler.
Locomotives—owned and leased:						
Passenger,	540	.....	7	533	533	533
Freight,	454	.....	1	453	453	453
Electric,	43	.....	.....	43	43	43
Switching,	199	.....	.....	199	199	199
Total Locomotives in Service, .	1,236	.....	8	1,228	1,228	1,228
Less Locomotives Leased, . . .	165	.....	6	159	159	159
Total Locomotives owned, . . .	1,071	.....	2	1,069	1,069	1,069
Cars Owned or Leased:						
In Passenger Service—						
First class cars,	1,444	58	12	1,490	1,490	1,490
Combination cars,	267	30	3	294	294	294
Dining cars,	19	.....	.....	19	19	19
Parlor cars,	168	.....	5	163	163	163
Sleeping cars,	49	.....	.....	49	49	49
Baggage, Express, and Postal cars,	309	19	6	322	322	322
Other cars in Passenger Service,	100	.....	.....	100	100	100
Total,	2,356	107	26	2,437	2,437	2,437
In Freight Service—						
Box cars,	16,546	5,189	615	21,120	21,120	21,120
Flat cars,	2,742	.....	58	2,684	2,684	2,684
Stock cars,	1	.....	.....	1	1	1
Coal cars,	10,081	.....	153	9,878	9,878	9,878
Refrigerator cars,	501	.....	.....	501	501	501
Total,	29,821	5,189	826	34,184	34,184	34,184
In Company's Service—						
Officers' and pay cars,	15	.....	.....	15	15	15
Gravel cars,	305	.....	.....	305	300	305
Derrick cars,	48	1	1	48	41	48
Caboose cars,	334	21	20	335	330	335
Other road cars,	336	194	20	510	464	510
Total,	1,038	216	41	1,213	1,150	1,213
Total Cars in Service,	33,215	5,512	893	37,834	37,771	37,834
Less Cars Leased,	1,651	.....	306	1,345	1,340	1,345
Total Cars Owned,	31,564	5,512	587	36,489	36,431	36,489

B. EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.
None.

Mileage — Entire Line.

a. Mileage of road operated (all tracks)

Lines in use.	LINE OWNED.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Miles of single track,	238.49	805.69	953.14	7.07	44.20	2,042.59	2.48	.....	1,998.89
Miles of second track,	232.07	211.33	309.54	.....	24.54	777.48	10.97	.....	752.94
Miles of third track,	62.29	.11	33.81	.....	12.45	104.00	8.00	.....	96.15
Miles of fourth track,	61.90	.11	32.34	.....	12.45	106.84	8.00	.....	94.39
Miles of fifth track,	.....	.....	8.90	.....	.....	8.90	8.90	.....	8.90
Miles of sixth track,	.....	.....	8.90	.....	.....	8.90	8.90	.....	8.90
Mile of yard, track and sidings,	270.63	425.19	662.96	.99	.....	1,359.76	.....	219.44	1,140.32
Total mileage operated (all tracks),	860.32	1,442.43	2,008.62	8.06	93.64	4,413.07	47.20	219.44	4,099.99

b. Mileage of line operated by States and Territories (single track) :

State or territory.	LINE OWNED.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Steel rails.
	Main line.	Branches and spurs.						
Connecticut,	169.62	581.54	120.22	.....	.....	871.38	.25	871.38
Massachusetts,	5.95	109.78	757.91	7.07	18.87	889.61	.....	880.74
Rhode Island,	48.86	85.61	62.81	.....	.....	192.28	2.18	192.28
New York,	14.06	28.76	11.17	.....	25.83	79.32	.....	53.99
Total mileage operated (single track),	238.49	805.69	953.14	7.07	44.20	2,042.59	2.48	1,998.89

c. Mileage of line owned by States and Territories (single track) :

State or territory.	LINE OWNED.		Total mileage owned.	New line constructed during year.	Steel rails.
	Main line.	Branches and spurs.			
Connecticut,	169.62	581.54	751.16	.25	751.16
Massachusetts,	5.95	109.78	115.73	.....	115.73
Rhode Island,	48.86	85.61	129.47	2.18	129.47
New York,	14.06	*30.41	44.47	.....	44.47
Total mileage owned (single track),	238.49	807.84	1,040.83	2.48	1,040.83

* Includes 1.65 mile Wicopee Jct., N. Y., to Fishkill Landing. Owned by The N. Y., N. H. & H. R. R. Co., but operated by The Central New England Ry. Co.

Mileage — State of Connecticut.**a. Mileage of road operated (all tracks) :**

Line in use.	LINE OWNED.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track,	169.62	581.54	120.22	671.38	.95	.....	671.38
Miles of second track,	169.62	122.00	.....	291.62	8.42	.....	291.62
Miles of third track,	47.96	.....	.....	47.96	.....	.....	47.96
Miles of fourth track,	47.96	.....	.....	47.96	.....	.....	47.96
Miles of yard track and sidings,	219.17	279.48	53.94	552.59	.....	54.76	497.83
Total mileage operated (all tracks),	654.83	963.02	174.16	1,811.51	8.67	54.76	1,756.75

b. Mileage of line operated by States and Territories (single track) :
See page 281.

c. Mileage of line owned by States and Territories (single track) :
See page 281.

Renewals of Rails and Ties.**NEW RAILS LAID DURING YEAR.**

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Steel:	4,068.235	100	30 30
“ Re-rolled,	1,981.	90	27.50
“	3,826.225	80	30.30
“	1 080	79	30.30
“	274.264	78	30.30
“	46.495	74	30.30
“	1.628	70	19.00
Total, steel,	9,698.927	....	.....

Renewals of Rails and Ties.—Continued.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point. Cents.
No. 1 Chestnut,	1,484,895	55
No. 2 Chestnut,	300,789	35
Creosoted,	29,784	130
Total,	1,815,368	....

Renewals of Rails and Ties—State of Connecticut.

NEW RAILS LAID DURING THE YEAR.

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Steel,	2,863.70	100	30.30
"	1,792.00	90	27.50
"	2,970.15	80	30.30
"	1.06	79	30.80
"	146.37	78	30.30
"	46.50	74	30.80
Total, steel,	7,819.78	....	.....

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point. Cents.
No. 1 Chestnut,	682,006	55
No. 2 Chestnut,	136,030	35
Creosoted,	13,117	1.30
Total,	831,153	....

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Oil— gallons.	Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
Revenue Service :						
Freight,		596,856.6	27,940	596,996.3	7,325,996	163.98
Passenger,		695,503.7	32,559	695,666.5	15,603,716	89.16
Mixed,		8,289.7	388	8,291.6	263,998	63.81
Special,		828.9	39	829.3	43,992	37.09
Switching,	27,847.7	265,269.6	12,418	293,179.3	3,030,249	116.56
Nonrevenue Service,		91,186.4	4,269	91,277.7	1,482,600	123.08
Total,	27,847.7	1,657,934.9	77,613	1,686,170.6	29,750,641	113.35
Average cost at distributing point,	\$3.79½	\$2.97¾	.082			

Note.—Fuel oil reduced to tons on basis of 300 gallons of oil equaling one ton of coal.

Accidents to Persons—State of Connecticut.

a. Accidents resulting from the movement of trains, locomotives or cars:

RAILWAY EMPLOYEES.

Kind of accident.	TRAINMEN.		SWITCH TENDERS, CROSSING TENDERS, AND WATCHMEN.		STATION MEN.		SHOP- MEN.		TRACK- MEN.		OTHER EM- PLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling,	1	8											1	8
Collisions,	2	19							3	2	1	1	6	23
Derailements,	1												1	
Parting of Trains,		2												2
Falling from Trains, Loco- motives, or Cars,	6	17		1									6	18
Jumping on or off Trains, Locomotives, or Cars,	13	2							1				2	13
Struck by Trains, Loco- motives, or Cars,	8	6	5		1		1	1	9	2	4	3	23	12
Overh'd Obstructions,	3	7									1		4	7
Other Causes,	3	18			1				4			9	3	22
Total,	21	89	5	1	1	1	1	1	12	9	6	14	46	116
Average Number Em- ploy during year,	6,643		1,758		5,581		4,420		5,294		7,463		31,297	

Accidents to Persons — State of Connecticut. — *Continued.*

OTHER PERSONS.

Kind of accident.	Passengers killed.	Passengers injured.	TRESPASSING.		NOT TRESPASSING.		TOTAL.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	..	19	..	1	..	2	..	3
Derailements,	1	17	..	..	..	..	..	..
Parting of Trains,	..	..	..	..	..	1	..	1
Falling from Trains, Locomotives, or Cars,	1	2	3	7	1	..	4	7
Jumping on or off Trains, Locomotives, or Cars,	..	5	4	15	..	..	4	15
Struck by Trains, Locomotives, or Cars—	..	..	..	..	..	..	..	..
At Highway Crossings,	..	..	1	1	6	8	7	9
At Stations,	..	..	2	1	..	..	2	1
At other pts. along track,	..	..	71	28	..	..	71	28
Other Causes,	..	4	2	2	1	3	3	5
Total,	2	47	83	55	8	14	91	69

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives or cars.

RAILWAY EMPLOYEES.

Kind of accident.	SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Handling Traffic,	..	2	..	..	..	..	..	2
Handling Tools, Machinery, etc.,	..	42	..	5	..	6	..	53
Handling Supplies, etc.,	..	8	..	9	..	5	..	22
Getting on or off Locomotives or Cars at rest,	..	1	1	4	..	8	1	13
Other Causes,	..	63	..	15	..	19	..	97
Total,	..	116	1	33	..	38	1	187

Accidents to Persons—State of Connecticut.—Continued.

Summary.	TOTAL.	
	Killed.	Injured.
TABLE 4:		
Railway Employees,	46	115
Passengers,	2	47
Other Persons,	91	69
TABLE 5:		
Railway Employees	1	87
Grand Total,	140	418

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.					
From —	To —	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of level line. Miles.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.	
New York Div.:										
Woodlawn Jct., N. Y.,	Stamford, Conn.	22.81	80	7.34	15.47					
Harlem River, N. Y.,	New Rochelle Jct., N. Y.	11.17	18	3.45	7.72					
Stamford, Conn.,	New Canaan, Conn.	7.92	18	3.45	4.47					
	Total.	41.90	66	14.24	27.66					
Shore Line Div.:										
Stamford, Conn.,	New Haven, Conn.	37.12	89	12.66	24.46					
Bridgeport, Conn.,	West Div. Term., Conn.	1.25	4	.50	.75					
Naugatuck Jct., Conn.,	" " "	.14	1	.14	.....					
Danbury Yd. Limit, Conn.,	So. Norwalk, Conn.	23.99	61	8.81	14.18					
South Norwalk, Conn.,	Wilson's Point, Conn.	2.44	10	1.89	1.06					
Branchville, Conn.,	Ridgefield, Conn.	4.02	18	2.03	2.00					
New Haven Term., W. E.,	New Haven Term. E. E.	8.26	10	1.48	1.83					
Cedar Hill Yd. Switch.,	Cedar Hill Yd. Limit.	.87	...	.....	.37					
Cedar Hill Jct.,	" " "	.56	1	.21	.....					
New Haven Pass. Sta.,	West Div. Term. (A).	1.74	5	.58	1.16					
New Haven Silver St.,	Point Switch on (A).	1.21	2	.76	.45					
New Haven Term.,	Midway Yd. Limit.	51.16	59	18.29	32.86					
Groton, Conn.,	Midland Div. Limit.	.65	2	.49	.16					
New Haven Term.,	Springfield, Mass.	55.86	89	19.28	36.58					
Middletown Branch,	Berlin, Conn.	.05	1	.05	.....					
Windsor Locks, Conn.,	" " "	9.65	12	4.05	5.60					
Hartford (Mid. Div. Limit),	Suffield, Conn.	4.42	5	.93	3.49					
Meriden Branch,	Fenwick, Conn.	44.46	91	14.57	29.89					
	Meriden, Conn.	1.11	6	.60	.51					

Characteristics of Road. — Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From —	To —	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	No.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.
Shore Line Div. :—Cont. Meriden, Conn. Midland Div. Berlin Branch. New Haven Term., Farmington, Conn., Westfield, Mass., Northampton, Mass., So. Deerfield, Mass.,	Westfield, Conn.	9.46	14	2.66	6.83	3.14	5	247.00	8.30	5	160.00	3.05
	Middletown, Conn.	.78	1	.27	.46	.88	1	.....	.....	1	15.00	.40
	Berlin, Conn.	.89	1	.21	.18	.....	1	1.00	.13	1	4.00	.26
	Sheburne Jct., New Hartford, Conn.	94.64	159	24.16	70.48	30.48	57	1,030.00	37.74	49	802.00	26.42
	Holyoke, Mass.	15.11	46	8.41	6.78	3.00	1	252.00	9.73	6	67.00	2.46
	Williamsburg, Mass.	10.32	15	2.05	8.27	3.14	5	190.00	3.63	2	225.00	3.55
	Northampton, Mass.,	7.51	25	3.20	4.81	.37	8	868.00	7.14	5	116.00	2.73
	Tuvers Falls, Mass.	10.07	16	2.14	7.93	4.54	8	81.00	2.81	5	116.00	2.73
	Total.	390.79	643	129.86	260.93	100.04	23	4,412.00	157.72	202	3,514.00	133.03
	Western Div. : Danbury Yd. Limit, Berk-hire Jct., Meriden, W. Main St., Naugatuck Jct. Yd. Limit, Waterbury, New Haven Yd. Limit, Bridgeport Yd. Limit, Van Deusenville, Hawleyville, Hartford Yd. Limit, Berlin, Conn.,	Danbury Stn.	.78	8	.66	.07						
Brookfield Jct.		3.25	6	.77	2.48	.....	.....	.....	.....	.....	.....	.....
Waterbury (Dublin St.)		15.40	57	7.29	8.11	.44	27	491	8.37	26	310	6.59
Winsted.		55.81	224	27.57	28.24	7.51	58	922	36.84	42	234	11.46
Watertown.		4.82	9	2.59	2.23	.43	5	219	3.84	4	18	.55
Puttsheld, Mass.		117.3	306	55.13	62.19	23.83	81	1,799	54.90	58	806	38.59
Botsford		13.41	50	7.73	5.68	.....	.....	.....	.....	.....	.....	.....
State Line.		9.54	25	5.12	4.42	.....	.....	.....	.....	.....	.....	.....
Litchfield.		8.22	136	14.49	17.79	5.606	11	919	20.584	7	326.1	6.09
Hopewell Jct., N. Y.		97.00	183	39.87	57.13	13.83	22	1,806.68	41.29	18	1,673.68	41.88
New Britain, Conn.	2.11	4	43	1.64	.....	1	115	2.11	.....	.....	.....	
Total.	351.67	1,002	161.65	193.02	51.646	205	6,331.18	107.934	155	3,567.78	105.16	

Characteristics of Road. — Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILES.					
From—	To—	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	No.	Sum of ascents. Feet.	Aggregate length of ascending grade. Miles.	Sum of descents. Feet.	Sum of superelevations. Feet.
Prov. Div.:	Readville, Tfr.	39.39	11	8.85	25.94	5.32	10	227.8	14.24	9	251.0
Boston Switch,	Midway	58.98	43	13.65	45.33	6.34	47	402	25.54	61	381.2
Providence,	Worcester.	43.40	91	17.09	26.31	9.96	21	519	28.48	5	67
"	Franklin.	18.59	29	4.07	9.52	2.59	7	88	2.90	12	296
Valley Falls,	Norwood Jct.	21.50	29	8.75	12.75	2.36	9	376	8.87	10	37
Adamsdale Jct.,	E. Providence.	7.00	15	2.45	4.55	1.16	5	49.6	2.21	8	117.8
Valley Falls,	India Point.	8.35	7	.95	7.10	1.95	2	5.0	.21	5	4.68
East Jct.,	East Providence,	1.88	8	.44	1.44	1.16	2	9.5	.72	2	12.4
Providence,	Astleboro Jct.	8.60	7	1.00	7.60	1.92	10	131	8.82	9	78
Providence,	Chestnut St.	.97	8	.43	.94	.11	...	...	...	4	33
No. Attleboro Jct.,	Bristol, R. I.	14.15	19	4.74	9.41	4.00	8	95	5.59	9	98
India Point, Prov.,	Fall River.	7.95	16	2.45	5.50	.53	6	103	8.94	6	126
Warren, R. I.,	Douglas Jct.	27.73	74	13.31	14.42	6.04	28	689	18.01	11	126
Providence,	Hope.	10.86	24	5.79	5.03	6.18	41	279	6.18	26	143
Auburn,	Needham Jct.	24.77	25	5.99	18.78	6.30	10	333.6	8.51	10	335.2
Woonsocket,	Harrisville.	9.45	19	3.83	5.62	.21	8	247	6.21	10	98
"	E. Providence.	.30	1	.30						1	11.0
Conn. B. & P. and P. & W.	Ashland.	19.73	53	8.25	11.53	4.89	14	338	7.04	14	437
P. W. & B.,	Div. Line, Dike St.	1.85	4	.70	.65	1.11	8	17	1.01	1	.5
Franklin,	Henderson St.	3.53	2	.85	2.78	1.97	...	...	...	8	41
Providence,	in Providence	.69	...	...	.69	.23	1	3	.33	1	7
Auburn.	Div. Limit, Nor. Br.	2.18	4	.55	1.68	.52	1	9	.45	2	15.7
Branch P. W. & B. R. R.,	Stonington.	.97	4	.68	.29	.97	...	...	...	...	...
Worcester,											
Loop,											
Total,		316.52	493	98.40	216.12	57.36	228	8,911.00	144.26	214	8,188.8
											115.00

Characteristics of Road—Continued.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			PROFILE.					
From—	To—	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	ASCENDING GRADES.		DESCENDING GRADES.	
							No.	Sum of ascending grades. Feet.	Aggregate length of ascending grades. Miles.	Sum of descending grades. Feet.
Midland Div.:										Miles.
Readville, Mass., South,	Hartford Yd. Limits.	107.66	143	36.94	70.72	11.90	35	1,770	48.08	29
Hartford, Conn., " "	State St. " "	1.74								1,831
" " North,	Parkville " "	8.75								
East Hartford,	Windsor St. Yard Limits.	28.81	28	5.04	28.27	5.81	15	305	8.21	15
Melrose,	Springfield.	7.22	13	2.01	5.21	2.73	3	208	3.88	8
Vernon,	West St., Rockville.	4.48	10	1.49	2.94	.08	1	146	2.66	1
Worcester Yd. Limit,	Rockville.	68.14	114	23.66	45.48	15.10	17	193	13.84	27
East Thompson,	Groton, Conn.	17.86	39	7.74	9.62	3.89	11	220	8.21	8
Connections with N. L. & N.,	Southbridge.	.68	5	.43	.21	.88	.....	.....	.....	.....
Turnerville,	Norwich.	8.59	8	1.03	2.57	.74	4	44	.95	5
Cedar Hill, Conn.,	Colchester.	51.16	87	19.79	31.87	4.78	18	117.3	26.46	18
Dike St., Providence,	Air Line Jct.	56.41	54	25.39	31.02	9.60	4	714	23.69	7
	Willimantic.									
	Total,	350.40	501	122.50	232.41	53.96	108	3,717.3	185.43	114
										4,672.5
										155.52
Boston Div.:										
Boston, Mass.,	Readville Tfr.	10.10	11	2.59	7.51	.90	5	87.2	5.83	6
Forest Hills,	Dedham.	5.87	12	2.18	3.19	1.11	2	100	2.70	1
Readville,	" "	2.47	6	.93	1.54	.19	1	41	2.05	1
Cook St.,	Needham Jct.	3.90	5	.97	2.98	.98	3	87.76	1.64	4
West Roxbury,	" "	4.53	4	.87	3.66	1.07	3	74	2.50	2
Boston, Mass.,	Readville Yd. Limits.	9.53	16	3.19	6.34	2.68	7	154	4	8
Dedham Jct.,	Dedham.	1.69	4	.76	.77	.87	1	7	.40	1
Ilington Jct.,	" "	2.00	2	.45	1.55	.29	2	23	.87	2
Boston Frt. Branch,	" "	1.04	2	.85	.69	.51	1	9	.19	1

Characteristics of Road—Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From—	To—	Miles.	No. of curved.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	No.	Sum of level ascents. Feet.	Aggregate length of ascending grades. Miles.	Sum of descents. Feet.	Superelevation. Feet.	Miles.
Boston Division :— Cont. Boston, South Braintree, Neponset, Harrison Square, Atlantic, Braintree, Nantasket Jct., Southampton St., Mid. Div. Connections,	S. Braintree.	11.44	17	3.13	8.31	3.30	10	94.55	5.60	85.97	2.54	
	O. C. Div. Yd. Limits.	.42	1	.43	.....	.....	1	6	.27	2.07	.15	
	Matapan.	3.30	11	.87	2.43	1.13	4	41	1.62	15	.55	
	Milton Jct.	2.89	8	1.05	1.84	.....	1	51	1.00	54	1.39	
	Braintree.	5.41	12	2.00	3.41	.....	6	131	3.08	66	2.01	
	Cohasset.	12.14	21	4.02	8.12	1.37	11	114.95	4.07	12	6.80	
	Pemberton.	6.95	26	3.05	3.90	4.42	5	10.00	.88	6	1.70	
	South Bay Jct.	.43	1	.07	.36	.06	1	1.88	.08	1	.80	
	Readville.	1.30	5	.30	.90	.....	3	46.00	1.30	.....	.....	
	Total.	84.15	164	27.20	56.95	19.09	66	1,078.34	37.48	680.19	37.63	
Old Colony Division : South Braintree, Cohasset, South Braintree, Mayflower Park, Whitman, Elmwood, North Abington, Matfield, Plymouth, Extension P. & M. Middleboro, Yarmouth, Buzzards Bay,	Mayflower Park.	1.06	1	.36	.72	.12	1	16.00	.55	7.00	.41	
	Kingston.	20.20	40	5.39	14.91	2.32	22	365.00	8.78	322	9.25	
	Plymouth.	26.62	17	4.15	21.47	6.92	18	160.00	7.60	238	11.10	
	Middleboro.	21.74	15	5.25	16.49	3.41	12	213.00	8.50	14	9.83	
	Bridgewater Iron Wks.	6.12	6	.53	5.54	.64	6	69.00	2.62	6	2.86	
	Westdale.	.75	1	.64	.11	.44	1	10.00	.31	0	.....	
	Hanover.	7.80	17	2.78	5.02	.78	9	123.00	3.41	11	4.66	
	Easton.	7.56	9	3.05	4.50	1.53	8	103.00	3.69	7	2.34	
	Middleboro.	15.03	19	3.39	11.44	1.73	9	288.00	6.68	10	6.62	
	Middleboro.	.43	.....	.....	.43	.....	1	18.00	.43	.....	.....	
	Provincetown.	85.66	85	26.03	59.63	17.32	67	1,110.00	33.02	70	35.32	
	Hyannis.	5.05	6	1.37	3.63	.45	4	56.00	1.65	6	2.95	
	Woods Hole.	17.54	15	6.14	11.40	1.19	15	247.00	7.53	15	8.32	

Characteristics of Road.—Continued.

[illegible]

Characteristics of Road—State of Connecticut.—*Continued.*

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges:				
Stone,	110	3,008	10	385
Iron,	525	48,777	10	1,543
Wooden,	156	4,997	10	552
Combination,	0	0		
Total,	791	56,782		
Trestles:	104	25,884	15	2,300
Tunnels:	5	2,257	176	1,200

OVERHEAD, HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	199	14	4
Conduits,	8	14	8
Trestles,	17	14	4
Total,	219		
Overhead Railway Crossings:			
Conduits,	1	15	
Total,	1		
Tunnels,	5	14	8

Gauge of track, 4 feet 8½ inches; 1,998.89 miles.

Characteristics of Road—Concluded.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges:				
Stone,	275	7,966	10	590
Iron,	1,123	88,663	10	1543
Wooden,	805	11,534	10	552
Combination,	0	0		
Total,	1,703	108,162		
Trestles:	202	45,622	13.6	3,207
Tunnels:	6	7,335	176.0	5,078

OVERHEAD, HIGHWAY AND RAILWAY CROSSINGS. *

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	611	14	4
Conduits,	7	14	3
Trestles,	49	14	4
Total,	667		
Overhead Railway Crossings:			
Bridges,	6	14	*
Conduits,	1	15	
Total,	7		
Tunnels,	6	14	8

* This includes only those "Overhead Railway Crossings" which form a part of the roadbed of foreign companies.

Telegraph.**A. OWNED BY COMPANY MAKING THIS REPORT.**

None.

B OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
2,372.70	23,882.17	The Western Union Telegraph Company.	The Western Union Telegraph Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and J. M. Tomlinson, General Auditor, of The New York, New Haven and Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. M. KOCHERSPERGER,
Vice-President.
J. M. TOMLINSON,
General Auditor.

Subscribed and sworn to before me this 15th day of September, 1909.

MAURICE K. DUGAN,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Exact name of common carrier making this report. **Norwich and Worcester Railroad Company.**

Date of organization. **June 22, 1836.**

Under laws of what Government, State, or Territory organized. If more than one, name all; give reference to each statute and all amendments thereof. **Massachusetts and Connecticut.**

Date and authority for each consolidation. **None.**

If a reorganized company, give name of original corporation and refer to laws under which it was organized. **None.**

What carrier operates the road of this company? **The New York, New Haven and Hartford Railroad Company.**

Directors.

Names.	Post-office Address.	Date of expiration of Term.
EDWARD L. DAVIS,	Worcester, Mass.	January 12, 1910.
THOMAS B. EATON,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
ALFRED D. FOSTER,	Milton, Mass.	" "

Principal Officers.

Title.	Name.	Official address.
President, . . .	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary, . . .	MASSENA M. WHITTEMORE,	" "
Treasurer, . . .	MASSENA M. WHITTEMORE,	" "

Officer to whom correspondence concerning this report should be addressed: **M. M. Whittemore, Treasurer, Worcester, Mass.**

Transportation Corporations Controlled by Respondent.

None.

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: **January 13, 1909.**

Date of last closing of stock books before end of year for which this report is made: **June 19, 1909.**

Total number of stockholders at that date: **1,011.**

Has each share of stock one vote? **Yes.**

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1909? No.

Road Leased or Otherwise Assigned for Operation.

Name of every Railway Company the Income of which, from Lease or from other Assignment for Operation, is included in this Report.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
Norwich & Worcester,	Groton, Conn.	Worcester Mass.	71.60	N. Y., N. H. & H. R.

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (single track.)		Total mileage owned.
	Main line.	Branches and spurs.	
Massachusetts,	17.83	..	17.83
Connecticut,	53.14	.63	53.77
Total Mileage Owned.	70.97	.63	71.60

Outside Operations and Other Properties.

A. OUTSIDE OPERATIONS.

None.

B. OTHER PROPERTIES.

None.

Road Assigned to Another Carrier Through Lease or Other Agreement.

Name of operating company.	TERMINI.		Miles of line.	LEASE OR AGREEMENT.		
	From—	To—		Date	Term.	Concise summary of provisions.
N. Y. N. H. & H. R. R. Co., .	Groton, Conn.,	Worcester, Mass.	71.60	Feb. 9, 1869	100 Years.	8% on Pref'd Stock, interest on bonds or debentures and taxes besides all other expenses, Leased to Boston, Hartford & Erie R. R. Co., (now part of the New England R. R. Co.) assumed by the N. Y., N. H. & H. R. R. Co. July 1, 1898.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Capital Stock :							
Common, . . .	66	\$100.00	\$6,600	\$6,600	\$6,600	.....	.....
Preferred, . . .	38,360	100.00	3,836,000	3,000,000	3,000,000	8%	\$240,000
Total, . . .	38,426	.....	\$3,842,600	\$3,006,600	\$3,006,600		\$240,000

Purpose of the issue.	Total number shares outstanding.	Total cash realized.	Remarks.
Issued for Cash :			
Common, . . .	66	\$6,600.00	*No dividends declared on this.
Issued for Construction of New Properties :			
Preferred, . . .	28,711	3,169,892.00	
Issued for Acquisition of Securities :			
Stock Nor. & N. Y. Trans. Co., pref.,	1,289	235,575.00	
Total, . . .	30,066	\$3,402,067.00	

* To be converted into preferred stock whenever presented.

Funded Debt.

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.	INTEREST.			
	Date of Issue.	Date of maturity.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Plain Bonds, Debentures, and Notes :	1897 Mar. 1	1907 Mar. 1	\$2,000,000	\$1,200,000	\$1,200,000	4%	Sept. 1 Mar. 1	\$48,000.00	\$48,000.00
Total, . . .	. . .	. . .	\$2,000,000	\$1,200,000	\$1,200,000	. . .	. . .	\$48,000.00	\$48,000.00

A. GENERAL STATEMENT.

None.

B. STATEMENT OF AMOUNT.

None.

Recapitulation of Funded Debt.

Class of debt.	Total par value outstanding.	Total par value not held by respondent corporation.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Plain bonds, debentures, and notes, . . .	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00
Purpose of the issue.			Total par value outstanding.	Total cash realized.
Issued for additions and betterments, . . .			\$920,000.00	\$979,621.00
Issued for acquisition of securities, . . .			280,000.00	297,832.00
Total, . . .			\$1,200,000.00	\$1,276,953.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock,	\$3,006,600.00	\$2,877,700.00	\$128,900.00	71.60	\$40,191.00
Funded debt,	1,200,000.00	920,000.00	280,000.00	71.60	12,849.00
Total,	\$4,206,600.00	\$3,797,700.00	\$408,900.00		\$54,841.00

Current Assets and Liabilities.

Cash and current assets available for payment of current liabilities.	Current liabilities accrued to and including June 30, 1909.
Cash, \$89,482.93	Dividends not called for, 3,023.00
Due from solvent companies and individuals, 16,000.00	Matured interest coupons unpaid (including coupons due July 1), 180.00
Other cash assets (excluding "materials and supplies,") 180.00	Rents due July 1, 60,674.00
Total cash and current assets, \$105,612.93	Total current liabilities, \$63,877.00
	Balance cash assets, 41,735.93
Total, \$105,612.93	Total, \$105,612.93

Security for Funded Debt.

None.

Expenditures for Additions and Betterments—Entire Line.

None.

Expenditures for Road.

ACCOUNT.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Total,	\$3,983,816.51	\$3,983,816.51

Expenditures for Equipment, General Expenditures and Recapitulation.

	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Road,	\$3,983,816.51	\$3,983,816.51
Total—entire line,	\$3,983,816.51	\$3,983,816.51
Cost of road per mile of line,	\$55,639.90	\$55,639.90
Total per mile of line,	\$55,639.90	\$55,639.90

Income Account.

Gross income from lease of road,	\$289,999.96
Salaries and maintenance of organization,	2,483.39
Net income from lease of road,	\$287,516.57

Income Account.—Continued.**OTHER INCOME:**

Interest on other securities, loans, and accounts, 947.30

Gross corporate income, \$288,463.87

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt, 48,000.00

Total deductions from gross corporate income, 48,000.00

Net corporate income, \$240,463.87

DISPOSITION OF NET CORPORATE INCOME:**Dividends declared:**

(a) On preferred stock:

8 per cent. payable quarterly, 240,000.00

Balance for year carried forward to
profit and loss, \$463.87**Profit and Loss Account.**

DEBIT.	CREDIT.
	Balance June 30, 1908, \$1,111,215.97
Balance credit, June 30, 1909, carried to balance sheet, \$1,111,679.84	Balance for year brought forward from income account, 463.87
Total, \$1,111,679.84	Total, \$1,111,679.84

Railway Stocks Owned.**I. Active Corporations.**

None.

II. Inactive Corporations.

None.

Railway Funded Debt Owned.**I. Active Corporations.**

None.

II. Inactive Corporations.

None.

Miscellaneous Stocks and Funded Debt Owned.**Other than Railway Funded Debt.**

NAME.	Total par value of securities owned.	Rate.	Valuation of securities owned.
The New England Navigation Co,	\$675,000.00	4%	\$675,000.00

Sinking, Redemption, Insurance and Other Special Funds.**A. INCOME AND DISBURSEMENTS DURING YEAR.**

None.

Rents Receivable.
FROM LEASE OF ROAD.

None.

MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

None.

Rents Payable.
FOR JOINT FACILITIES.

None.

FOR LEASE OF ROAD.

None.

MISCELLANEOUS RENTS.

None.

Other Deductions from Income.

None.

Hire of Equipment.

A. EQUIPMENT LEASED.

None.

Taxes and Assessments.

A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

Lessee assumes this.

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Comparative General Balance Sheet.

Item, June 30, 1908.	Total, June 30, 1908.	Assets.	Item, June 30, 1909.	Total, June 30, 1909.	Increase, year ending June 30, 1909.
\$3,983,816.51		Cost of Road, . . .	\$3,983,816.51		
675,000.00		Funded Debt Owned, .	675,000.00		
3,107.08	\$4,661,923.59	Lands Owned, . . .	3,107.08	\$4,661,923.59	
	104,884.48	Cash and Current Assets,		105,612.98	\$728.45
	630,630.33	N. Y., N. H., & H. R. R. Co., Equipment and Personal Property Leased,		630,630.33	
	\$5,397,438.39	Grand Total,		\$5,398,156.84	\$728.45

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.
\$3,006,600.00	Capital Stock,	\$3,006,600.00	.....
1,200,000.00	Funded Debt,	1,200,000.00	.....
68,612.42	Current Liabilities,	68,877.00	\$264.58
16,000.00	Accrued Interest on Funded Debt not yet payable,	16,000.00	.....
1,111,215.97	Profit and Loss,	1,111,679.84	468.87
\$5,397,428.39	Grand Total,	\$5,398,156.84	\$728.45

Important Changes During the Year.

1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. All other important financial changes:

None.

Contracts, Agreements, etc.

1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

Lessee makes all contracts.

Oath.

COMMONWEALTH OF MASSACHUSETTS, } ss.
COUNTY OF WORCESTER.

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich and Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made, to the best of our knowledge, information, and belief.

A. G. BULLOCK,
President.
M. M. WHITEMORE,
Treasurer.

Subscribed and sworn to before me this 31st day of August, 1900.

D. W. CARTER,
Notary Public.

RIDGEFIELD & NEW YORK RAILROAD COMPANY.

History.

Exact name of common carrier making this report: Ridgefield and New York Railroad Company.

Date of organization: July, 1869.

Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Connecticut and New York. Chartered by the Legislature of Connecticut, July 1, 1867. Amendments to charter in Connecticut, July 5, 1870; July 1, 1876; February 24, 1880; April 2, 1884; February 19, 1886; July 1, 1889; April 4, 1895; June 6, 1889, and April 29, 1903. Chartered by the State of New York, May 6, 1872, Chap 533, and April 12, 1873, Chap. 207.

Directors.

Name.	Post-Office address.	Date of expiration of term.
R. J. WALSH,	Greenwich, Conn.,	1st Tuesday of June, 1909.
JAMES HEMINGWAY,	New Haven, "	" "
AUGUSTUS F. MAY,	" "	" "
JOHN G. PARKER,	" "	" "
H. M. KOCHERSPERGER,	" "	" "
H. A. FABIAN,	" "	" "
HIRAM K. SCOTT,	Ridgefield, "	" "
RICHARD W. OSBOEN,	" "	" "
HIRAM K. SCOTT, JR.,	" "	" "

Principal Officers.

Title.	Name.	Official address.
Chairman of the Board,	R. J. WALSH,	Greenwich, Conn.
President,	R. J. WALSH,	" "
First Vice-President,	H. M. KOCHERSPERGER,	New Haven, "
Secretary,	HIRAM K. SCOTT,	Ridgefield, "
Treasurer,	HIRAM K. SCOTT,	" "

Officer to whom correspondence concerning this report should be addressed: Hiram K Scott, Secretary and Treasurer, Ridgefield, Conn.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: June 2, 1908.

Total number of stockholders at that date: 99.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?

No.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.
Capital Stock,	1,250,000	\$.50.00	\$1,250,000	\$261,800

Recapitulation of Capitalization.

Account.	Total par value outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock,	\$261,800	30.45	\$8,597.69

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD. } ss.

We, the undersigned, R. Jay Walsh, President, and Hiram K. Scott, Treasurer, of The Ridgefield and New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

R. JAY WALSH,
President.
HIRAM K. SCOTT,
Treasurer.

The foregoing certificate was sworn and subscribed to by R. J. Walsh, President, before me this 27th day of October, 1908.

A. W. W. MARSHALL,
Notary Public.

The foregoing certificate was subscribed and sworn to by Hiram K. Scott, Treasurer, this 24th day of October, 1908, at Ridgefield, Conn., before me.

GEORGE G. SCOTT,
Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Exact name of common carrier making this report: South Manchester Railroad Company.

Date of organization: May session, 1866.

Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Connecticut.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: None.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: None.

What carrier operates the road for this company: None.

Directors.

Name.	Post-office address.	Date of expiration of term.
HARRY G. CHENEY,	South Manchester, Conn.,	Until successor is appointed.
RICHARD O. CHENEY,	" "	" " "
FRANK CHENEY, JR.,	" "	" " "
JAMES W. CHENEY,	" "	" " "

Principal Officers.

Title.	Name.	Official address.
President,	HARRY G. CHENEY,	South Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHAS. H. CHENEY,	" "
Atty. or Gen. Counsel,	OLIN R. WOOD,	Manchester, Conn.
General Manager,	RICHARD O. CHENEY,	South Manchester, Conn.
General Freight Agent,	A. L. GEER,	" "

Officer to whom correspondence concerning this report should be addressed: Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: September 30, 1907.

Total number of stockholders at that date: 6.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1909? No.

Road Operated — Entire Line.

NAME OF EVERY RAILWAY COMPANY THE OPERATIONS OF WHICH ARE INCLUDED IN THIS REPORT.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
South Manchester R. R. Co.,	South Manchester,	Manchester,	2.25	2.25

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Tracks Operated.

LIST OF TRACKS THE OPERATIONS OF WHICH ARE INCLUDED IN THIS REPORT.

Name of owner.	Location.	Character of business.	MILES OF TRACK.		
			Main track.	Yard tracks and sidings.	Total.
So. Manchester R. R.,	So. Manchester, Ct.,	Common carrier,	2.25	3.45	5.70

TRACKS OPERATED AT COST FOR JOINT BENEFIT — INCLUDED ABOVE.

None.

Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual? If so, give the name and address of corporation, firm, or individual: Cheney Brothers, South Manchester, Conn.

Mileage of Line Owned — By States and Territories..

State or Territory.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main track.	Yard tracks and sidings.		Iron.	Steel.
Connecticut, . .	2.25	3.45	5.70	1.08	4.62

Road Leased or Otherwise Assigned for Operation.

None.

Mileage of Line Owned — By States and Territories.

None.

Outside Operations and Other Properties.**A. OUTSIDE OPERATIONS.**

None.

B. OTHER PROPERTIES.

None.

Road Acquired by Respondent Through Lease or Other Agreement.

None.

Road Assigned to Another Carrier Through Lease or Other Agreement.

None.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.
Common,	400	\$100.00	\$40,000.00	\$40,000.00	\$40,000.00

Dividends declared during year: None.

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash: Common,	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock,	\$40,000.00	\$40,000.00	2.25	\$17,777.77

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and current assets available for payment of current liabilities.	Current liabilities accrued to and including June 30, 1909.
Balance—Current Assets, \$26,483.33	Loans and bills payable, . \$26,483.33

Materials and supplies on hand, \$2,653.38.

Security for Funded Debt.

None.

Expenditures for Additions and Betterments.

None.

Expenditures for Road.

Total cost to June 30, 1908,	\$92,895.67
Total cost to June 30, 1909,	92,895.67

Expenditures for Equipment, General Expenditures, and Recapitulation.

Account.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Equipment—Total,	\$32,294.85	\$32,294.85
RECAPITULATION.		
Road,	\$92,895.67	\$92,895.67
Equipment,	32,294.85	32,294.85
Total—Entire Line,	\$125,190.52	\$125,190.52
Total—State of Connecticut,	125,190.52	125,190.52
Cost of Road per Mile of Line,	\$41,286.96	\$41,286.96
Cost of Equipment per Mile of Line,	14,853.27	14,853.27
Total per Mile of Line,	\$55,640.23	\$55,640.23
Total per Mile of Line—State of Conn.	\$55,640.23	\$55,640.23

Income Account.**OPERATING INCOME:****Rail Operations:**

Operating revenues, . . .	\$17,523.31	
Operating expenses, . . .	18,640.10	
Net operating deficit, . . .		\$1,116.79
Taxes accrued		411.04
Operating loss,		\$1,527.83
Balance for year carried forward to debit of profit and loss . . .		\$1,527.83

Profit and Loss Account.

Debit.		Credit.	
Balance for year brought forward from Income Account,	\$1,527.83	Balance June 30, 1908,	\$62,970.05
Deductions for year:			
Interest on Note,	1,200.00		
Balance Credit, June 30, 1909, carried to Balance Sheet,	60,242.22		
	\$62,970.05		\$62,970.05

Operating Revenues — State of Connecticut.**I. REVENUE FROM TRANSPORTATION:**

Account.	Total revenues.
Freight revenue	\$13,905.42
Passenger revenue,	3,495.54
Excess baggage revenue,	2.35
Express revenue	120.00
Total passenger service train revenue,	\$3,617.89
Total revenue from transportation,	\$17,523.31
Total operating revenues — entire line,	\$17,523.31

Railway Stocks Owned.

None.

Railway Funded Debt Owned.

None.

Does the respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the Commission? No.

Miscellaneous Stocks and Funded Debt Owned.

None.

Sinking, Redemption, Insurance and Other Special Funds.
None.

Operating Expenses — Entire Line.

I. MAINTENANCE OF WAY AND STRUCTURES:

Account.	Amount.	(Per cent.) Ratio A.	(Per cent.) Ratio B.
Roadway and tracks,	\$5,330.95	87.17	28.60
Track structures,	565.04	9.24	3.03
Buildings, docks, and wharves,	125.49	2.05	.67
Other way and structure expenses, ..	94.43	1.54	.51
Total of accounts,	\$6,115.91	100	32.81

II. MAINTENANCE OF EQUIPMENT:

Locomotives — repairs,	\$438.05	71.53	2.35
Cars — repairs,	174.32	28.47	.94
Total of accounts,	\$612.37	100	3.29

IV. TRANSPORTATION EXPENSES:

Superintendence and despatching trains, .	\$1,500.00	13.34	8.05
Station service,	2,380.15	21.16	12.77
Road enginemen and motormen,	3,286.50	29.22	17.63
Fuel for road locomotives,	1,548.19	13.77	8.30
Other road locomotive supplies and expenses,	544.08	4.84	2.92
Road trainmen,	1,550.00	13.78	8.32
Train supplies and expenses,	19.68	.17	.10
All other transportation expenses, . . .	418.83	3.72	2.25
Total of accounts,	\$11,247.43	100	60.34

GENERAL EXPENSES:

Administration,	\$600.00	90.31	3.22
Insurance,	17.45	2.63	.09
Other general expenses,	46.94	7.06	.25
Total of accounts,	\$664.39	100	3.56
Total operating expenses,	\$18,640.10		100

Summary.

Account.	Amount.
Maintenance of way and structures,	\$6,115.91
Ratio to total operating expenses (per cent.), . .	32.81
Maintenance of equipment,	612.37
Ratio to total operating expenses (per cent.), . .	3.29
Transportation expenses,	11,247.43
Ratio to total operating expenses (per cent.), . .	60.34
General expenses,	664.39
Ratio to total operating expenses,	3.56
Total operating expenses,	\$18,640.10
Ratio of operating expenses to operating revenues (per cent.),	1.06

OPERATING EXPENSES — STATE OF CONNECTICUT:

Maintenance of way and structures,	\$6,115.91
Maintenance of equipment,	612.37
Transportation expenses,	11,247.43
General expenses,	664.39
Total operating expenses,	\$18,640.10
Ratio of operating expenses to operating revenues (per cent.),	100

Summary of Revenues and Expenses of Outside Operations and Other Properties.

None.

Rents Receivable.

None.

Miscellaneous Income.

None.

Rents Payable.

None.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Hire of Equipment.

None.

Recapitulation of Hire of Equipment.

None.

Taxes and Assessments.**A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.**

State or territory.	AD VALOREM TAX.		Total.
	On the value of real and per- sonal property.	On the value of stocks or bonds; or on valuation based on earn- ings, dividends, or other results of operation.	
State of Connecticut.	\$251.04	\$160.00	\$411.04

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Decrease, year ending June 30, 1909.
\$92,895.67	Cost of road,	\$92,895.67	.....
32,294.85	Cost of equipment,	32,294.85	.....
8,581.04	Other assets: Materials and supplies,	2,658.88	\$877.66
881.65	Sundries,	881.65	.....
\$129,608.21	Total,	\$128,725.55	\$877.66

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$40,000.00	Capital stock,	\$40,000.00	.....	.....
24,638.16	Current liabilities,	26,483.88	\$1,850.17	.....
2,000.00	Replacement fund,	2,000.00	.....	.....
62,970.05	Profit and loss,	60,242.22	.....	\$2,727.83
\$129,608.21	Total,	\$128,725.55	.....	\$877.66

Important Changes During the Year.

1. All extensions of road put in operation. 2. Decrease in Mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. All other important financial changes:

None.

Contracts, Agreements, etc.

1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

None.

Employees and Salaries.

Class.	No.	Total number of days worked.	Total yearly com- pensation.	Average daily com- pensation.
General officers,	3	.....	.....	.....
General office clerks,	1	100	\$600.00	\$6.00
Station agents,	1	313	1,500.00	4.79
Other station men,	3	939	1,963.70	2.09
Enginemen,	2	626	2,084.50	3.25
Firemen,	2	626	1,252.00	2.00
Other trainmen,	2	626	1,550.00	2.48
Section foremen,	1	313	989.00	3.00
Other trackmen,	3	798	1,595.05	2.00
Switch tenders, crossing tenders, and watchmen,	2	626	1,095.50	1.75
All other employees and laborers,	1	129	259.65	2.01
Total including general officers,	20	5,096	\$12,789.40	2.50
Less general officers,	2	.....	.....	.....
Total, excluding general officers,	18	5,096	\$12,789.40	2.50
Distribution of above:				
Maintenance of way and struc- tures,	7	1,866	3,889.20	2.08
Transportation expenses,	10	3,130	8,300.20	2.65
General expenses,	1	100	600.00	6.00
Total excluding general officers,	18	5,096	\$12,789.40	2.50
Total including general officers— entire line,	20	5,096	\$12,789.40	2.50

Traffic and Mileage Statistics — Entire Line.

Item.	Column for No. passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	88,887	.....	.....	.....
No. of passengers carried one mile,	187,620	.....	.....	.....
No. of pass'gers carried 1 mile per mile of r'd,	88,887	.....	.....	.....
Average distance carried, miles,	2.25	.....	.....	.....
Total passenger revenue (p. 811),	.....	3,495	54	.....
Average amt received from each passenger,	.....	.....	04	1.93
Average receipts per passenger per mile,	.....	.....	01	8.68
Total pass. service train revenue (p. 811),	.....	3,617	89	.....
Passenger service train rev. per mile of road,	.....	1,607	95	.....
Passenger service train rev. per train-mile,	.....	.....	28	9.20
Freight Traffic:				
No. of tons carried of freight earning revenue (p. 818),	56,049	.....	.....	.....
No. of tons carried one mile,	126,110	.....	.....	.....
No. of tons carried one mile per mile of road,	56,049	.....	.....	.....
Average distance haul of one ton, miles,	2.25	.....	.....	.....
Total freight revenue (p. 811),	.....	13,905	42	.....
Average amt received for each ton of freight,	.....	.....	24	8.09
Average receipts per ton per mile,	.....	.....	11	0.26
Freight revenue per mile of road,	.....	6,180	20	.....
Freight revenue per train mile,	.....	4	17	5.80
Total Traffic:				
Operating revenues (p. 811)	.....	17,528	81	.....
Operating revenues per mile of road,	.....	7,788	14	.....
Operating revenues per train-mile,	.....	1	10	6.27
Operating expenses (p. 812),	.....	18,640	10	.....
Operating expenses per mile of road,	.....	8,284	49	.....
Operating expenses per train-mile,	.....	1	17	6.77
Net operating revenue (or deficit) p. 811,	.....	1,116	79	.....
Net operating rev. (or deficit) p. mile of road,	.....	496	85	1.11
Average No. of passengers per car-mile,	18.29	.....	.....	.....
Average No. of passengers per train-mile,	15.	.....	.....	.....
Average No. of passenger cars per train-mile,	11.28	.....	.....	.....
Average No. of tons of freight per loaded car-mile,	15.289	.....	.....	.....
Average No. of tons of freight per train-mile,	37.871	.....	.....	.....
Average No. of freight cars per train-mile,	3.585	.....	.....	.....
Average No. of loaded cars per train-mile,	2.476	.....	.....	.....
Average No. of empty cars per train-mile,	1.108	.....	.....	.....
Average mileage operated during year,	2.25	.....	.....	.....

Traffic and Mileage Statistics—Entire Line—*Concluded.*

Classification.	Item.	Total.
LOCOMOTIVE MILEAGE :		
Revenue Service—		
Freight Locomotive-Miles,	8,330	.....
Passenger Locomotive-Miles,	12,510	.....
Total Revenue Locomotive Mileage,	15,840	15,840
CAR MILEAGE :		
Revenue Service—		
Freight Car-Miles—		
Loaded,	8,248	.....
Empty,	3,690	.....
Total Freight Car-Miles,	11,938	11,938
Passenger Car-Miles—		
Passenger,	14,121	.....
Total Passenger Car-Miles,	14,121	14,121
Total Special Car-Miles: None, . . . . .	.....	.....
Total Revenue Car Mileage,	26,059	26,059
TRAIN MILEAGE :		
Revenue Service—		
Freight Train-Miles,	3,330	.....
Passenger Train-Miles,	12,510	.....
Total Revenue Train Mileage,	15,840	15,840

Traffic and Car Statistics—Entire Line.

CAR STATISTICS.

SWITCHING TRAFFIC—FREIGHT:

Number of cars handled not earning revenue —
empty, 1,640

TERMINAL OPERATIONS—FREIGHT:

Number of cars handled earning revenue, . . . 3,666

TERMINAL OPERATIONS—PASSENGER:

Number of cars handled earning revenue, . . . 6,276

SUMMARY:

Total number of cars handled earning revenue	
— loaded,	9,942
Total number of cars handled not earning revenue — empty,	1,640
Total number of cars handled,	11,582

REVENUE AND EXPENSE STATISTICS.**SWITCHING TRAFFIC AND TERMINAL OPERATIONS:**

Revenue from revenue cars,	\$17,400.96
Other revenue,	122.35
Total revenue,	\$17,523.31
Average revenue per revenue car,	1.75
Operating expenses,	\$18,640.10
Average expenses per car handled,	1.609

Freight Traffic Movement—State of Connecticut.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain,	552	552	552	00.98
Hay,	250	250	250	00.45
Total,	802	802	802	01.43
Products of Mines:				
Anthracite Coal,	11,579	11,579	11,579	20.66
Bituminous Coal,	22,982	22,982	22,982	41.00
Stone, Sand, and other like articles,	1,208	1,208	1,208	02.15
Total,	35,764	35,764	35,764	63.81
Products of Forests:				
Lumber,	4,696	4,696	4,696	08.38
Total,	4,696	4,696	4,696	08.88
Manufactures:				
Other Castings and Machinery,	514	514	514	00.92
Cement, Brick, and Lime,	1,030	1,030	1,030	01.84
Other Manufactures,	1,174	1,174	1,174	02.09
Total,	2,718	2,718	2,718	04.85
Miscellaneous:				
Other commodities not mentioned above,	4,871	7,698	12,069	21.53
Total Tonnage—State,	4,871	51,678	56,049	100.00
Total Tonnage—Entire Line,	4,871	51,678	56,049	100.00

Description of Equipment — Entire Line.

Item.	Number on June 30, 1908.	Number on June 30, 1909.	Number fitted with train brake.	Number fitted with automatic coupler.
Total locomotives in service, .	2	2	2	2
Combination cars, . . .	4	4	4	4
Total locomotives owned, . .	2	2	2	2
Total cars owned,	4	4	4	4

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.
None.

Mileage — Entire Line.

(a) MILEAGE OF ROAD OPERATED (All Tracks).

Line in use.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track,	2.25	.....	2.25	....	2.25
Miles of yard track and sidings, .	.....	3.45	3.45	1.08	2.37
Total mileage operated (all tracks),	2.25	3.45	5.70	1.08	4.62

(b) MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (Single Track)..

State or territory.	Line owned. Main line.	Total mileage operated.	Steel rails.
Connecticut,	2.25	2.25	2.25

(c) MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (Single Track).

State or territory.	Line owned. Main line.	Steel rails.
Connecticut,	2.25	2.25

Renewals of Rails and Ties — State of Connecticut.

NEW RAILS LAID DURING THE YEAR.

None.

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut,	1,654	50 cents.

Consumption of Fuel by Locomotives — State of Connecticut.

Locomotives.	Coal, tons, bituminous.	Hard wood. Cords.	Total fuel consumed, tons.	Miles run.	Average pounds consumed per mile.
Revenue Service: . . .	880	3	882	.....	.....
Freight, . . . . .	...	..	....	3,880	.....
Passenger, . . . . .	...	..	....	12,510	.....
Total,	880	3	882	15,840	48.24
Average Cost at Distributing Point, . . .	\$8.75	.....	.....	.....	.....

Accidents to Persons — State of Connecticut.

None.

Characteristics of Road.

Details cannot be given.

BRIDGES, TREESTLES, TUNNELS, ETC.

Item.	NUMBER.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Iron,	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges,	1	19	10

GAUGE OF TRACK — 4 feet 8¾ inches; 2.25 miles.

Telegraph.

(a) OWNED BY COMPANY MAKING THIS REPORT.

None.

(b) OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	2.25	Cheney Brothers.	Cheney Brothers.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, Harry G. Cheney, President, and Richard O. Cheney, Secretary and General Manager, of South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made, to the best of our knowledge, information, and belief.

HARRY G. CHENEY,
President.

RICHARD O. CHENEY,
Sec. and Gen. Manager.

Subscribed and sworn to before me this 22d day of September, 1909.

HOWELL CHENEY,
Notary Public.

STREET RAILWAYS.



BRISTOL & PLAINVILLE TRAMWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	375,000.00	
Bonds outstanding,	350,000.00	
Floating indebtedness,	32,500.00	
Total stock, bonds, and floating debt,	757,500.00	
Capital stock issued per mile of road owned,	29,123.95	
Bonds issued per mile of road owned,	27,182.36	
Cost of construction,	290,266.22	
*Cost of equipment,	465,201.89	
Total cost of construction and equipment,	755,468.11	
Cost of construction and equipment per mile of road owned,	58,672.59	
Gross earnings from operation,	84,999.91	
Operating expenses,	53,795.56	
Net earnings,	31,204.35	
Income from other sources,	32,157.36	
Gross income from all sources,	63,361.71	
Per cent. of operating expenses to gross earnings,		63.28
Gross earnings per mile operated,	6,601.43	
Operating expenses per mile operated,	4,177.97	
Net earnings per mile operated,	2,423.46	
Gross earnings per mile run,	.2266	
Operating expenses per mile run,	.1434	
Net earnings per mile run,	.0832	
Gross earnings per car hour,	1.816	
Operating expenses per car hour,	1.149	
Net earnings per car hour,	0.667	
Taxes paid state,	5,865.16	
Interest paid,	17,366.25	
Dividend paid,	22,500.00	
Total length of main track owned,		12.876
Total length of main track operated,		12.876
Total car mileage,		374,957
Total car hours,		46,796
Fare passengers carried,		1,709,960
Fare passengers per mile run (passenger),		4.56
Fare passengers per car hour (passenger),		36.54
Fare passengers per mile of main track operated,		132,802
Average number of employees during year,		75
Accidents: Injured,		6

* Item 9 includes electric lighting and gas plants.

Description of Lines.

From —	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Maple Street, Bristol,	Plainville.	5.324	.284	5.608
Pine Street, “	Lake Compounce.	2.012	.303	2.315
Riverside Avenue, “	Terryville.	4.567	.280	4.847
No. Main Street, “	Oakland St., Bristol.	.973	....	.973
		12.876	.867	13.743

Corporate Name and Address of Company.

The Bristol and Plainville Tramway Company, Bristol, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized September 21, 1893.

Officers of the Company.

Name.	Title.	Official Address
MILES LEWIS PECK,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	“ “
M. L. TIFFANY,	Secretary,	“ “
M. L. TIFFANY,	Treasurer,	“ “
G. E. COCKINGS,	General Manager,	“ “

Directors of the Company.

Name.	Residence.
MILES LEWIS PECK,	Bristol, Conn.
N. E. PIERCE,	“ “
W. S. INGRAHAM,	“ “
W. A. INGRAHAM,	“ “
O. F. STRUNZ,	“ “
M. E. WELDON,	“ “
C. T. TREADWAY,	“ “
M. L. TIFFANY,	“ “
J. H. WARD,	“ “

Date of close of fiscal year, September 30th.

Date of stockholders' annual meeting, last Saturday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, .	\$1,000,000.00	8,750	\$100	\$375,000.00	6%	\$22,500.00

Total number of stockholders, 20.

Total number of stockholders in this State, 20.

Amount of stock held in this State, \$375,000.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage, .	Nov. 1, 1905	40	Nov. 1, 1945	\$600,000.00	\$350,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
4½ per cent.	May 1 and November 1.	\$15,741.25

Per mile of single track owned exclusive of sidings and turnouts, 12.876 miles:

Capital stock outstanding,	\$29,123.95
Funded debt outstanding,	27,182.36

Total, \$56,306.31

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during Year.	Deductions during Year.	Total cost to June 30, 1909.
Organization,	\$6,560.25	.....	.....	\$6,560.25
Engineering and superintendence, .	16,327.69	.....	.....	16,327.69
Right of way,	8,270.70	.....	.....	8,270.70
Track and roadway construction, .	195,581.75	2,214.48	.....	197,796.18
Electric line construction,	19,491.99	.....	.....	19,491.99
Real estate used in operation of road,	17,076.35	.....	.....	17,076.35
Buildings and fixtures used in operation of road,	24,416.87	826.19	.....	24,743.06
Total Construction,	287,725.60	2,540.62	.....	290,266.22
*Power plant equipment,	885,890.62	12,370.96	.....	398,261.58
Shop tools and machinery,	1,414.64	.....	.....	1,414.64
Cars,	42,100.06	89.95	.....	42,190.01
Electric equipment of cars,	23,200.16	.....	.....	23,200.16
Miscellaneous equipment,	135.50	.....	.....	135.50
Total,	452,740.98	12,460.91	.....	465,201.89
Grand total construction and equipment,	740,466.58	15,001.53	.....	755,468.11
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, (12.876)	.....	.....	.....	58,672.59

*Item "I" includes electric lighting and gas plants.

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$84,999.91	
Operating expenses,	53,795.56	
Net earnings from operation,		\$31,204.35
MISCELLANEOUS INCOME:		
From electric lighting and gas plants,		32,157.36
Gross income less operating expenses,		\$63,361.71
DEDUCTIONS FROM INCOME:		
Taxes:		
On real and personal property,	\$2,396.39	
On capital stock,	5,865.16 —	8,261.55
Interest:		
On funded debt,	15,741.25	
On floating debt,	1,625.00 —	17,366.25
		25,627.80
Net income,		\$37,733.91
DEDUCTIONS FROM NET INCOME:		
Two dividends, 3% on \$375,000.00 common stock,		22,500.00
Surplus for year,		\$15,233.91
Surplus at beginning of year,	\$131,707.71	
Profit or loss adjustments during year:		
Credits,	\$15,233.91	
Debits, surplus to capital,	125,000.00	
Surplus at close of year,	\$21,941.62	

Gross Earnings from Operations.

CAR EARNINGS:		
Passengers,	\$83,003.83	
Mail,	249.96	
Express,	62.40	\$83,406.19
MISCELLANEOUS EARNINGS:		
Advertising,	523.50	
Rent of land and buildings,	459.62	
Sale of scrap wire,	610.60	1,593.72
Total,		\$84,999.91

Operating Expenses.

MAINTENANCE.

WAY AND STRUCTURES:

Maintenance of track and roadway,	\$5,428.01	
Maintenance of electric line,	478.28	
Maintenance of buildings and fixtures,	76.75	
Total,		\$5,983.04

Equipment:

Maintenance of cars,	\$3,010.17	
Maintenance of electric equipment of cars,	585.26	
Total,		\$3,595.43

TRANSPORTATION.

Operation of power plant:

Hired power,		9,367.84
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Operation of cars:

Superintendence of transportation,	\$1,200.00	
Wages of conductors,	10,646.42	
Wages of motormen,	10,646.42	
Wages of car house employees,	2,745.63	
Car service supplies,	534.85	
Miscellaneous car service expenses,	916.96	
Cleaning and sanding track,	669.77	
Removal of snow and ice,	194.24	
Total,		27,554.29

GENERAL.

Salaries of general officers,	\$2,162.00	
Salaries of clerks,	1,621.51	
Printing and stationery,	102.35	
Advertising and attractions,	1,588.15	
Miscellaneous general expenses,	271.56	
Damages,	528.50	
Insurance,	1,020.89	
Total,		7,294.96

Grand total, \$53,795.56

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, Year ending June 30, 1909.	Decrease, Year ending June 30, 1909.
\$740,466.58	Construction and equipment,	\$755,468.11	\$15,001.53	.....
2,087.67	Current assets, as follows:			
	Cash,	7,355.76	5,268.09	.....
7,668.75	Accounts receivable,	7,981.43	267.68	.....
18,777.79	Material and supplies,	12,687.85	.....	\$1,090.44
1,887.61	Prepaid accounts,	1,178.75	.....	208.86
\$765,883.40	Total,	\$784,621.40	\$20,537.80	\$1,299.80

Comparative General Balance Sheet.—Continued.

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, Year ending June 30, 1909.	Decrease, Year ending June 30, 1909.
\$250,000.00	Capital stock, common,	\$375,000.00	\$125,000.00	.....
841,000.00	Funded debt,	350,000.00	9,000.00	.....
33,500.00	Current liabilities, as follows:	32,500.00	.....	.....
5,988.87	Loans and notes payable,	603.47	.....	\$5,885.40
1,629.32	Accounts payable,	1,951.81	321.99	.....
2,557.50	Accrued pay roll, . . . . .	.....	.....	.....
181,707.71	Accrued liabilities as follows:	.....	.....	.....
	Interest on funded debt	2,625.00	67.50	.....
	accrued and not yet due,	21,941.62	.....	109,766.09
	Surplus, . . . . .	.....	.....	.....
\$765,888.40	Total,	\$784,621.40	\$184,889.49	115,151.49

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	374,957
Total car mileage,	374,957
Passenger car hours,	46,796
Total car hours,	46,796
Fare passengers carried,	1,709,960
Transfer passengers carried,	151,564
Total passengers carried,	1,861,524
Average fare, revenue passengers,	.04859
Average fare, all passengers (including transfer passengers),	.04464
Car earnings per car mile,	.2224
Miscellaneous earnings per car mile,	.0042
Gross earnings per car mile,	.2266
Car earnings per car hour,	1.782
Miscellaneous earnings per car hour,	.034
Gross earnings per car hour,	1.816
Operating expenses per car mile,	.1434
Operating expenses and taxes per car mile,	.1655
Operating expenses per car hour,	1.149
Operating expenses and taxes per car hour,	1.326
Operating expenses per cent. of gross earnings,	63.28
Operating expenses and taxes per cent. of gross earnings,	73.00
Average number of employees, not including officials, during year, all departments,	75
Aggregate amount of wages paid employees,	\$57,827.09
Amount of salaries paid officials as enumerated,	4,600.00

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Commutation tickets, books of 52 rides, sold for \$2.08, or 4c fare. School tickets, books of 40 rides, sold for \$1.20, or 3c. fare.

Description of Road and Equipment.

TRACK.		Owned	Operated
Length of road (first main track),		12.876	12.876
Length of sidings and turnouts,		.867	.867
Total computed as single track,		13.743	13.743
RAILS.		Weight per yd.	Steel, Miles of
Name of "T,"		56 and 60	13.743
Gauge of track, 4 feet 8½ inches.			
PAVING.			Miles
Macadam,			4.00
Stone ballast,			2.25
Total miles,			6.25
CARS, ETC.			

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	11	.....	11
Open passenger cars,	18	.....	18
Total passenger cars,	29	.....	29
Work cars, . . . . .	.....	1	1
Snow plows,	2	1	3
Total,	31	2	33

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	9½	\$1.87 to \$2.33
Motormen,	9½	1.87 to 2.33
Watchmen,	12	2.40
Roadmen,	10	1.75
Linemen,	10	2.75
Engineers,	10	2.75
Firemen,	10	2.00
Electricians,	10	2.50

List of All Accidents During the Year Ended June 30, 1909.

CAUSE AND NATURE OF INJURY.	FROM CAUSES BEYOND THEIR OWN CONTROL.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.	TOTAL.
	Injured	Injured	Injured
Passengers, . . . . .	.....	8	8
Employees, . . . . .	.....	.....	.....
Other persons,	1	2	3
Total,	1	5	6

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$528.50

Description of Accidents.

July 12, 1908. West Main St., Plainville. Mrs. Blakesley, in changing seat on open car, fell from car; bruised.

Aug. 2, 1908. Compounce Ave., car collided with standing car; Mrs. Bailey bruised in back and shaken up.

Sept. 15, 1908. Forestville. Oil wagon drove into car; no damage.

Oct. 5, 1908. Main St., Terryville. Wm. Parkla drove in front of car; slightly bruised.

Dec. 24, 1908. Near Terry Foundry, Terryville. Edward Kukok stepped from moving car; badly hurt about the head.

Feb. 11, 1909. No. Main St., Bristol. ——— Swanson stepped in front of slightly moving car; no injuries.

April 20, 1909. Center St., Forestville. Intoxicated man attempted to board moving car; fell and injured head slightly.

May 12, 1909. Maple St., Bristol. Horse turned in front of car; wheel broken, no personal injuries.

May 12, 1909. Main St., Terryville. Delivery wagon crossed in front of car; driver, F. White, bruised.

May 17, 1909. Riverside Ave., Bristol. Car collided with wagon; no personal injuries.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Miles Lewis Peck, President, and M. L. Tiffany, Treasurer, of The Bristol and Plainville Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

MILES LEWIS PECK,

President.

MARVIN L. TIFFANY,

Treasurer.

Sworn and subscribed to before me, this 8th day of September, A. D. 1909.

E. L. DUNBAR,

Notary Public.

CONNECTICUT RAILWAY AND LIGHTING COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

*Capital stock outstanding,	\$17,120,100.00
*Bonds outstanding,	13,465,700.00
*Total stock, bonds, and floating debt,	30,585,800.00
*Capital stock issued per mile of road owned,	77,610.15
*Bonds issued per mile of road owned,	61,043.74
*Total cost of construction and equipment,	31,278,800.15
*Cost of construction and equipment per mile of road owned,	141,795.44
Income from other sources,	1,334,682.75
Gross income from all sources,	1,334,682.75
Interest paid,	611,427.00
Dividend paid,	684,931.50
Total length of main track owned,	220.591

Description of Lines.

From —	To —	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Bridgeport —						
Main St. & Fairfield Ave.	Corner East Ave. & Westp Road Cemetery	18.328	8.527	16.855	0.614	17.469
Hotel Sq., Westport		0.905	.....	0.905	.....	0.905
Darrow's Cor., Westport	Compo Beach	3.212	.....	3.212	0.108	3.320
Saugatuck Junction	Railroad Station	0.232	.....	0.232	.....	0.232
Fairfield Ave. & Water St.	South End Switch — Shelton	12.829	9.018	21.842	0.519	22.361
"Stratford Pole"	Woodmont	10.796	6.982	17.778	0.274	18.052
Stratford & Seaview Aves.	Steeplechase Ferry	0.729	0.710	1.439	.....	1.439
Stratford Ave.	Nutmeg Park	.....	.....	.....	0.110	0.110
Stratford Ave.	Lakeview Cemetery	1.753	1.376	3.129	.....	3.129
Main St. & Fairfield Ave.	Main & Golden Hill Sts (via Golden Hill St. Loop)	0.293	0.293	0.586	.....	0.586
N. Main St. Terminus	Seaside Park	3.098	3.014	6.112	.....	6.112
Main St. & No. Ave.	No. Bridgeport	0.850	0.839	1.689	.....	1.689
Main St. & E. Wash- ington Ave.	Barnum Ave. Ter- minus	1.500	1.476	2.976	.....	2.976
Main & Congress Sts.	E. Wash. Ave. & William St.	0.374	0.374	0.748	.....	0.748
Barnum & Noble Aves.	Beardsley Park	1.359	1.349	2.708	.....	2.708

*Includes both railway and lighting plants.

Description of Lines — *Continued.*

From —	To —	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and t'r'nouts.	Total compu- ted as single track.
Bridgeport — <i>Cont'd</i>						
Main & Congress Sts.	Oak St. & North Ave.	1.084	1.021	2.055	.....	2.055
State & Main Sts.	State & Fairfield Ave.	1.519	1.519	3.038	.....	3.038
Mountain Grove Cemetery	Seaside Park	2.518	1.912	4.425	.....	4.425
Brooklawn & No. Aves.	Country Club	0.649	0.680	1.279	.....	1.279
Fairfield Ave. & Broad St.	State & Broad Sts.	0.189	.....	0.189	0.110	0.299
Norwalk —						
Corner East Ave. & Westport Road	Stamford City Line	9.667	8.482	18.099	0.252	18.351
Westport Ave.	Newtown Ave. Ter- minus	0.400	0.376	0.776	.....	0.776
East Wall St. & East Ave.	So. Main & E. Wash- ington Sts.	1.992	.....	1.992	0.131	2.123
Vanzant St. & River- side Ave.	Dorlan's Point	1.594	.....	1.594	0.122	1.716
Main & Wall Sts.	Winnipauk	2.025	0.487	2.512	0.041	2.553
West & Belden Aves.	Broad River	1.228	.....	1.228	0.039	1.267
Railroad Ave. & Wash. St.	So. Main & Monroe Sts.	0.811	.....	0.811	0.180	0.491
Roton Point Junct'n	Roton Point	0.636	0.179	0.865	0.061	0.926
Derby —						
Main & Oliver Sts.	So. End Switch — Shelton	1.104	.....	1.104	0.093	1.197
Howe Ave. & Bridge St.	Riverside Park	0.902	.....	0.902	.....	0.902
Main & Elizabeth Sts.	Housatonic Park	1.105	.....	1.105	0.048	1.153
Main & Elizabeth Sts.	Maple St., Naugatuck	18.417	1.996	15.412	0.639	16.051
Main & Elizabeth Sts.	Main & Bridge Sts.,	1.887	.....	1.887	0.087	1.924
Clifton Ave. & Br'dg St.	Wakeley Ave. Ter- minus	1.201	.....	1.201	0.112	1.313
Main St. & Derby Ave.	Orange Hills	3.780	3.465	7.245	.....	7.245
No. Main & Liberty Sts.	Liberty St. Terminus	0.341	.....	0.341	.....	0.341
Waterbury —						
Exchange Place (So. Main)	Maple St., Naugatuck	5.860	2.087	7.447	0.212	7.659
Exchange Place	Porter St.	0.764	.....	0.764	0.195	0.959
Exchange Place (No. Main)	Forest Park	1.750	0.398	2.148	0.183	2.331
Exchange Place	Watertown	5.751	0.761	6.512	0.679	7.191
West Main & No. Willow Sts.	Sheffield St., Water- ville	2.882	1.280	4.112	0.178	4.290
Exchange Place	Mt. Carmel	15.460	6.466	21.926	0.207	22.133
Scott's Jct., Cheshire	Milldale	4.098	.....	4.098	0.800	4.898
E. Main & Coles Sts.	Baldwin St. Terminus	1.801	.....	1.801	0.084	1.885
Sheffield St. — Waterville	City Line (C. R. & L. Co.)	1.294	.....	1.294	0.186	1.480
Junction of Water- town Line	City Line (C. R. & L. Co.)	2.810	.....	2.810	0.100	2.410

Description of Lines—Continued.

From—	To—	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and trnouts.	Total comput- ed as single track.
New Britain —						
Central Park	Newington	4.638	2.712	7.345	0.837	7.682
Central Park	Berlin	4.468	0.524	4.987	0.235	5.232
Main & Chestnut Sts.	Elm & Chestnut Sts.	0.170	.....	0.170	0.016	0.186
Chestnut & Stanley Sts.	Fairview St.	0.275	.....	0.275	.....	0.275
Main & Arch Sts.	Schuetzen Park	0.814	.....	0.814	0.044	0.858
Main & Church Sts.	Allen St.	1.586	.....	1.586	0.088	1.674
Main & E. Main Sts.	Fairview Cemetery	0.839	.....	0.839	0.047	0.886
Main & W. Main Sts.	Lazy Lane	8.881	1.111	9.442	0.852	9.794
Totals,		161.333	59.258	220.591	6.988	227.574

Corporate Name and Address of Company.

Connecticut Railway and Lighting Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 2, 1895. Incorporated as the Gas Supply Co. by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting and Power Co. by amendment approved March 2, 1899. Name again changed to Connecticut Railway and Lighting Co. by decree of Superior Court, New Haven County, January 10, 1901. Amendment to charter, General Assembly, January session, 1901, and approved April 30, 1901. Acquired by purchase of the following companies: Bridgeport Traction Co., Shelton Street Railway Co., Milford Street Railway Co., Westport and Saugatuck Street Railway Co., Derby Street Railway Co., Norwalk Tramway Co., Norwalk Street Railway Co., Norwalk and South Norwalk Electric Light Co., Norwalk Gas Light Co., Waterbury Traction Co., The Central Railway and Electric Co., Greenwich Gas and Electric Lighting Co., Naugatuck Electric Light Co., Southington and Plantsville Tramway Co., Cheshire Street Railway Co., Naugatuck Valley Electric Railway Co., Thomaston and Watertown Electric Railway Co. All leased to Consolidated Railway Co. on August 1, 1906, and since operated by them.

Officers of the Company.

Name.	Title.	Official Address.
A. M. YOUNG,	President,	30 Church St., New York.
R. A. C. SMITH,	Vice-President,	100 Broadway, "
RANDAL MORGAN,	Vice-President,	Philadelphia, Pa.
W. F. DOUTHETT,	Secretary,	" "
LEWIS LILLIE,	Treasurer,	" "
W. H. MARSHALL,	Auditor,	" "
GEORGE S. PHILLER,	Asst. Secretary,	" "
JAMES BALL,	Asst. Treas.,	" "
A. W. PAIGE,	Gen'l Counsel,	Bridgeport, Conn.

Directors of the Company.						Residence.
Name.						
WALTON CLARK,	.	.	.	.	.	Philadelphia, Pa.
W. T. HINCKS,	.	.	.	.	.	Bridgeport, Conn.
RANDAL MORGAN,	.	.	.	.	.	Philadelphia, Pa.
LEWIS LILLIE,	.	.	.	.	.	Philadelphia, Pa.
A. W. PAIGE,	.	.	.	.	.	Bridgeport, Conn.
H. G. RUNKLE,	.	.	.	.	.	Plainfield, N. J.
A. O. SHEPARDSON,	.	.	.	.	.	Waterbury, Conn.
R. A. C. SMITH,	.	.	.	.	.	New York, N. Y.
M. J. WARNER,	.	.	.	.	.	Branford, Conn.
A. M. YOUNG,	.	.	.	.	.	Branford, Conn.
CHAS. G. SANFORD,	.	.	.	.	.	Bridgeport, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Thursday in April.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	Dividends during year.	
					Rate.	Amount.
Preferred,	\$8,142,900.00	81,429	\$100.00	\$8,142,900.00	4%	\$325,716.00
Common,	8,977,200.00	89,772	100.00	8,977,200.00	...	*\$59,215.50
Total,	\$17,120,100.00	171,201	\$100.00	\$17,120,100.00	...	\$684,981.50

Total number of stockholders, 1,030.

Total number of stockholders in this state, 607.

Amount of stock held in this state, \$2,258,200.

*4% on 89,772 shares, additional payment of \$2.55 per share on 50 shares, out of dividend fund.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
C. R. & L. Co., 1st refunding mortgage bonds,	1-1-1901	50	1-1-1951	\$15,000,000	\$12,491,000.00
Bridgeport Tra. Co., 1st mtg.,	7-1-1893	30	7-1-1923	2,000,000	706,000.00
Derby St. Ry. Co., 1st mtg.,	4-2-1894	20	4-1-1914	150,000	59,700.00
Conn. L. & P. Co., 1st mtg.,	1-1-1899	40	1-1-1939	1,000,000	209,000.00
Total,	.....	.....	.....	\$18,150,000	\$13,465,700.00

INTEREST.

Rate.	When payable.	Accrued during year.
4½ per cent.	January and July 1st.	\$562,095.00
5 "	January and July 1st.	85,800.00
6 "	April and October 1st.	8,582.00
5 "	January and July 1st.	10,450.00
Total,		\$611,427.00

Per mile of single track owned exclusive of sidings and turnouts, 220.591 miles:

*Capital stock outstanding, \$77,610.15

*Funded debt outstanding, 61,043.74

*Total, \$138,653.89

*Includes both railway and lighting departments.

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Engineering and superintendence,	\$92,148.18			\$92,148.18
Right of way,	74,924.73			74,924.73
Track and roadway construction,	1,175,866.20			1,175,866.20
Electric line construction,	328,069.89			328,069.89
Real estate used in operation of road,	27,496.00			27,496.00
Buildings and fixtures used in operation of road,	425,699.13			425,699.13
Investment real estate,	37,908.95			37,908.95
Total construction,	\$2,162,118.08			\$2,162,118.08
Power plant equipment,	\$965,705.44			\$965,705.44
Shop tools and machinery,	5,229.88			5,229.88
Cars,	840,512.03			840,512.03
Electric equipment of cars,	280,612.87			280,612.87
Miscellaneous equipment,	34,581.16			34,581.16
Miscellaneous,	5,809.78			5,809.78
Total equipment,	\$1,581,950.66			\$1,581,950.66
*Capital stock, bonds and property purchased,	\$27,834,786.46	\$300,000		\$27,534,786.46
Grand Total construction and equipment,	\$31,578,800.15	\$300,000		\$31,278,800.15

* Includes gas and electric departments.

Income Account for Year ending June 30, 1909.

Miscellaneous income:

Interest on deposits,	\$916.15
Rent of leased lines,	1,045,000.00
From dividend fund,	288,766.60
From accumulated rental,	27,690.43

Gross income less operating expenses, \$1,362,373.18

Deductions from income:

Interest on funded debt,	\$611,427.00	
General expenses,	3,559.68	614,986.68
Net income,		\$747,386.50

Deductions from net income:

Sinking fund,	\$62,455.00	
Dividends, 4% on \$8,142,900 preferred stock, .	325,716.00	
Dividends, 4% on \$8,977,200 common stock, .	359,088.00	
Dividend, additional payment of \$2.55 per share on 50 shares, out of dividend fund,	127.50	747,386.50

Surplus at beginning of year, . . . \$251,378.57

Profit or loss adjustments during year:

Credits:

Adjustment of accrued amount payable out of dividend fund,	\$50,998.30
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Debits:

Accrued dividend June 30, 1908, not taken up,	\$114,134.00
Amount paid out of accumulated rental,	27,690.43
	141,824.43
	\$90,826.13

Surplus at close of year, . . . \$160,552.44

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$31,578,800.15	Construction and Equip- ment,	\$31,278,800.15		\$300,000.00
	Other Permanent Invest- ments as follows:			
752,961.67	The Consolidated Railway Company, Liability on Expiration of Lease, . .	752,961.67		
	Current Assets, as follows:			
41,112.71	Colonial Trust Co., Rental Fund,	14,068.12		27,044.59
1,266.47	Cash,	3,740.53	2,474.06	
1,800.00	Accounts Receivable, . .	1,800.00		
62,814.07	Sinking Fund, Trustee . .	786.71		62,027.36
62,748.49	The Consolidated Railway Company, Rental,	62,748.49		
878.36	Treasury Scrip C. R. & L. Co. 4½ bonds,	378.86		
193,000.00	Sinking Fund bonds, . .	333,000.00	140,000.00	
701,884.33	Colonial Trust Co. dividend fund,	427,224.78		274,659.55
	Accrued amount receivable under agreement of Dec. 19, 1906	47,878.40	47,878.40	
83,396,216.25	Total,	\$83,922,837.21	\$190,352.41	\$663,731.50

Comparative General Balance Sheet.—Continued.

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$8,142,900.00	Capital stock, preferred,	\$8,142,900.00	.....	.....
8,977,200.00	Capital stock, common,	8,977,200.00	.....	.....
18,465,700.00	Funded debt,	18,465,700.00	.....	.....
878.86	Scrip C. R. & L. Co.		.....	.....
	4½ bonds,	878.86	.....	.....
	Current Liabilities, as follows:			
500.00	Accounts payable,	500.00	.....	.....
181,208.42	Due The Consolidated Railway Co., on Jan. 1st, 1951, as per lease,			
	Accrued Liabilities, as follows:	209,126.06	\$77,923.64	.....
895.50	Interest on funded debt, accrued and not yet due,	895.50	.....	.....
1,426.07	Sinking Fund Interest,	1,426.07	.....	.....
1,722,800.00	Stock Conversion,	1,422,800.00	.....	\$300,000.00
701,884.88	Dividend Fund,	427,224.78	.....	274,660.55
.....	Accrued Dividend,	114,184.00	114,184.00	.....
251,878.57	Surplus,	160,552.44	.....	90,826.18
\$33,896,216.25	Total,	\$32,922,837.21	\$192,056.64	\$665,435.68

CROSSINGS, ETC.

	No.
Steam railroad crossings at grade unprotected,	1
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	6
Steam railroad crossings at grade protected by signal or interlocking devices,	1
Steam railroad crossings over grade,	23
Steam railroad crossings under grade,	6

Description of Road and Equipment.

TRACK.

	Owned
Length of road (first main track),	161.333
Length of road (second main track),	59.258
Total length of main track,	220.591
Length of sidings and turnouts,	6.983
Total computed as single track,	227.574

RAILS.

	Weight per yard.	Steel. (Miles of.)	Total.
"T,"	35-40-56-60-70-72-80-95	211.360	211.360
Girder Tram,	80-85-90	14.885	14.885
Girder Groove,	85-92	1.329	1.329
Total miles of		227.574	227.574
Gauge of track, 4 feet 8½ inches.			

PAVING.		Miles.
Brick,		12.108
Asphalt, sheet,		2.625
Asphalt, block,		0.296
Hassam pavement,		0.094
Belgium block,		6.001
Bituminous macadam,		1.793
Macadam,		53.008
Cobble,		14.804
Wood block,		0.919
Total miles,		91.648

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	74	23	97
Closed passenger cars equipped with half vestibule,	81	19	100
Closed passenger cars not equipped with vestibule,	2	..	2
Open passenger cars,	194	7	201
Total passenger cars,	351	49	400
Express cars,	5	..	5
Work cars,	21	17	38
Snow plows,	5	24	29
Sweepers,	..	1	1
Miscellaneous,	1	..	1
Total,	383	91	474

Oath.

STATE OF PENNSYLVANIA, }
COUNTY OF PHILADELPHIA, } ss.

Personally appeared before me, James Ball, assistant treasurer of the Connecticut Railway and Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ended June 30, 1909, according to the best of his knowledge and belief.

Signed,

JAMES BALL,
Assistant Treasurer.

Sworn and subscribed to before me, this 11th day of September, A. D. 1909.

EDWIN J. MOLE,
Notary Public.

My commission expires January 28, 1911.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Personally appeared before me, A. M. Young, President of the Connecticut Railway and Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1909, according to the best of his knowledge and belief.

Signed,

A. M. YOUNG,

President.

Sworn and subscribed to before me, this tenth day of September, A. D. 1909.

MINNIE MITTELDORFER,

Notary Public, New York County, No. 258.

THE CONNECTICUT COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$275,000.00	
Capital stock outstanding,	275,000.00	
Total stock, bonds, and floating debt,	275,000.00	
Capital stock issued per mile of road owned,	49,576.34	
Cost of construction,	319,582.90	
Total cost of construction and equipment,	319,582.90	
Cost of construction and equipment per mile of road owned,	57,613.65	
Gross earnings from operation,	6,841,425.16	
Operating expenses,	3,968,258.64	
Net earnings,	2,873,166.52	
Income from other sources,	810,061.27	
Gross income from all sources,	3,683,227.79	
Per cent. of operating expenses to gross earnings,		58.00
Gross earnings per mile operated,	9,185.20	
Operating expenses per mile operated,	5,327.73	
Net earnings per mile operated,	3,857.47	
Gross earnings per mile run,	26.83	
Operating expenses per mile run,	15.56	
Net earnings per mile run,	11.27	
Gross earnings per car hour,	2.50	
Operating expenses per car hour,	1.45	
Net earnings per car hour,	1.05	
Taxes paid state,	2,500.00	
Total length of main track owned,		5.547
Total length of main track operated,		744.831
Total car mileage,		25,501,444
Total car hours,		2,734,176
Fare passengers carried,		129,824,599
Fare passengers per mile run (passenger),		5.192
Fare passengers per car hour (passenger),		48.973
Fare passengers per mile of main track operated,		174.300
Average number of employees during year,		4,104
Accidents: Killed,		34
Injured,		1,355

Description of Lines.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of aidings and turnouts	Total comput- ed as single track.
N. Haven Division:						
Church and Chapel	Stony Creek	15.140	7.427	22.567	.201	22.768
East Haven	Mansfield	2.484	2.175	4.659	.045	4.704
Grannis Corner	Lighthouse	3.890	2.858	6.248	.024	6.272
Chapel Street	R. R. Crossing	.202	.198	.400	....	.400
R. R. Crossing	Grannis Corner	1.082	.202	1.284	....	1.284
State and Chapel	R. R. Station	.501	.508	1.004	.099	1.108
State Street	R. R. Crossing	.761	.744	1.505	....	1.505
State and Chapel	Wallingford	18.242	3.265	16.507	.382	16.889
Church and Elm	Schuetzen Park	2.941	1.917	4.858	.105	4.963
State Street	Chapel Street	1.299	1.299	2.598	.088	2.686
Church and Chapel	Mt. Carmel	7.879	3.478	11.352	.161	11.518
Church and Chapel	Orange Hills	5.517	5.517	11.034	.458	11.497
Chapel and York	Westville	3.266	2.888	5.604	.059	5.663
Broadway	Blake's Corner	3.742	1.705	5.447	.064	5.511
Dixwell Ave.	Car Barn	.956	.405	1.361	....	1.361
Church and Elm	Whalley Ave.	3.379	1.170	4.549	.816	4.865
Chapel and College	Read Street	1.922	1.130	3.052	.012	3.064
Chapel and College	Derby Ave.	1.286	.051	1.337	.077	1.414
Church and Chapel	Savin Rock	4.697	4.697	9.394	.463	9.857
Meadow Street	State Street	.145	....	.145	....	.145
Church & Meadow	Campbell and Elm	3.178	3.178	6.356	.055	6.411
Congress Ave.	George Street	1.180	.494	1.674	.058	1.727
Kimberly Ave.	City Point	.758	.899	1.157	....	1.157
Chapel Street	Congress Ave.	.287	....	.287	.027	.314
College Street	Meadow Street	.196	....	.196	.087	.283
Savin Rock	Woodmont	3.660	3.660	7.320	.109	7.429
Meriden Division:						
R. R. Crossing Mer- iden	East Meriden	2.718	....	2.718	.198	2.911
East Main Street	Spur of M. M. & W.	.991	....	.991	.088	1.079
East Main Street	Ann Street	.609	....	.609	.037	.646
R. R. Crossing Mer- iden	Lazy Lane	10.246	.337	10.583	.556	11.139
West Main Street	North Colony Street	1.362	....	1.362	.072	1.434
West Main Street	R. R. Crossing Wal- lingford	7.796	1.307	9.103	.547	9.650
Hanover Street	Cemetery	1.131	.188	1.269	....	1.269
West Main Street	Hanover Street	.116	....	.116	....	.116
Lazy Lane	Compounce	3.367	....	3.367	.163	3.535
No. Main Street	.....	.978	....	.978	....	.978
R. R. Crossing, Wallingford	Martin Ave.	.915	....	.915	.087	.952
Middletown Div.:						
Post Office	Lakeview Park	3.110	.894	3.504	.705	4.209
Pleasant Street	Russell Street	1.154	....	1.154	....	1.154
Main Street	Asylum Street end	.798	....	.798	....	.798
Railroad	Gilderaleve	2.725	....	2.725	.159	2.884
Washington Square	Lawn Ave.	.539	....	.539	.039	.578
Main and Rapallo	R. R. Connection	.248	....	.248	.121	.369
Post Office	Pratt Street, Meriden	10.862	.434	11.296	.611	11.907
Westfield	Berlin	5.988	....	5.988	.420	6.408
Main and Grand	Middlefield Center	5.163	....	5.163	.098	5.266
Berlin Branch	Rocky Hill	6.216	.299	6.515	.380	6.895

Description of Lines — *Continued.*

From—	To—	Length of road (first main track).	Length of second main track.	Total Length of main tracks.	Length of sidings & and turnouts.	Total computed as single track
N. London Division:						
Parade	Ocean Beach	4.047	1.424	5.471	.465	5.936
Parade	Cemetery	2.169	.206	2.375	.090	2.455
State Street	Broad Street	1.080	.....	1.080	.....	1.080
Blackhall Street	Bank Street	.190	.054	.244	.....	.244
Broad Street	Main Street	.486	.....	.486	.....	.486
State Street	Thamesv'le Car Barn	11.088	.728	11.761	.800	12.061
Franklin Square	Thamesv'le Car Barn	2.047	.....	2.047	.087	2.134
Thames Square	Bacchus Corner	1.841	.....	1.841	.....	1.841
Main Street	Laurel Hill	.912	.....	.912	.....	.912
Franklin Square	Yantic	4.892	.....	4.892	.856	5.248
Franklin Square	R. R. Crossing, Wil-					
	limantic	18.647	2.951	21.598	.466	22.064
Taft's	Central Village	16.147	8.149	19.296	.409	19.705
R. R. Crossing	Cemetery	1.068	.....	1.068	.....	1.068
Central Village	Mass. State Line	25.449	.....	25.449	1.180	26.579
Elmville	East Killingly	8.869	.....	8.869	.....	8.869
Central Village	Moosup	1.648	.....	1.648	.....	1.648
Torrington Division:						
Torrington	Winsted	11.271	.....	11.271	.246	11.517
Main Line	Highland Lake	1.141	.....	1.141	.....	1.141
Hartford Division:						
Main & Wethersf'd	Wethersfield	4.185	1.987	6.122	.578	6.695
Main Street	Maseek	.928	.048	.966	.108	1.074
Main & Asylum	Newington	5.762	5.762	11.524	.726	12.250
Maple & Retreat	Rocky Hill	8.552	2.589	11.141	.192	11.333
New Britain Ave.	Cedar Hill	1.078	.....	1.078	.....	1.078
Newington Ave.	Elmwood	1.416	.088	1.499	.....	1.499
Main Street	Quaker Lane	2.961	.357	3.318	.092	3.410
Park Street	Retreat Ave.	.550	.....	.550	.141	.691
Park Street	New Britain Ave.	1.205	.....	1.205	.048	1.248
Capitol Ave.	Park Street	.856	.086	.892	.....	.892
Ford & Pearl	Laurel & Park	1.481	.867	2.398	.091	2.389
Park Street	.....	2.465	.....	2.465	.044	2.509
Farmington Ave.	Charter Oak Park	2.848	2.062	4.405	.184	4.589
Ford & Asylum	Main & Asylum	.612	.217	.839	.890	1.219
Main & Asylum	West Hartford	8.681	1.902	5.583	.264	5.797
Farmington Ave.	Woodland Street	.881	.040	.921	.246	1.167
Farmington Ave.	Woodland Street	1.063	.....	1.063	.151	1.214
Windsor Ave.	Keney Park	1.185	.014	1.199	.045	1.244
Main & Asylum	Rainbow Park	12.355	8.400	15.755	.476	16.281
Windsor Ave.	Bloomfield Ave.	2.622	.991	3.618	.013	3.625
Albany Ave.	Love Lane	1.086	.045	1.081	.129	1.210
Main & Morgan	Rockville	16.829	2.717	19.546	1.031	20.577
Love Lane	Manchester Green	3.635	.....	3.635	.060	3.685
Manchester Center	Manchester Station	1.263	.....	1.263	.082	1.295
Burnside Ave.	East Windsor Hill	6.844	.781	7.075	.227	7.302
Hartford Ave.	South Glastonbury	8.028	.....	8.028	.876	8.899
State Street	Morgan Street	.258	.....	.258	.....	.258
Burnside Ave	Burnside Station	.679	.679	1.358	.181	1.539
Burnside Station	Rockville Station	12.664	8.587	21.251	1.111	22.363
West Street	Melrose Station	7.250	.....	7.250	.404	7.654
Rockville Station	Stafford Springs	12.985	.....	12.985	.541	18.476
Albany Ave.	Bloomfield	5.814	.465	5.779	.077	5.856
Manchester Center	South Main Street	.762	.....	.762	.026	.788

Description of Lines — *Continued.*

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Suffield Division :						
Suffield Center	Mass. State Line	4.706	.....	4.706	.208	4.914
Stamford Division :						
Atlantic Square	Woodsale Street	.799	.082	.881	.040	.871
Atlantic Square	Shippan Point	2.794	1.175	3.969	.187	4.156
Elm Street	Springdale	8.267	.048	8.315	.108	8.418
Hope Street	End	.190	.....	.190	.....	.190
Elm Street	Noroton River	1.850	.080	1.880	.....	1.880
Shippan Ave.	Weed Avenue	1.118	.044	1.162	.....	1.162
Atlantic Square	Atlantic Street	1.110	.877	1.487	.107	1.594
Atlantic Street	Atlantic Street	.518	.806	.824	.120	.944
South Street	Adam's Corner	4.520	.....	4.520	.259	4.779
Atlantic Square	Mianus River	2.966	.070	3.036	.197	3.233
Bridgeport Division:						
Main St. & Fairfield Ave.	Cor. East Ave. & Westport Rd.	18.328	3.527	16.855	.614	17.469
Hotel Sq. Westport	Cemetery	.905	.....	.905	.....	.905
Darrows Cor. Westport	Compo Beach	3.212	.....	3.212	.108	3.320
Saugatuck Jct.	R. R. Station	.282	.....	.282	.....	.282
Fairfield Ave. & Water St.	South End Switch	12.829	9.018	21.842	.519	22.361
Stratford Pole	Woodmont	10.796	6.982	17.778	.274	18.052
Stratford & Seaview Ave.	Steeplechase Ferry	.729	.710	1.439	.....	1.439
Stratford Ave.	Nutmeg Park	.....	.....	.....	.110	.110
Stratford Ave.	Lakeview Cemetery	1.753	1.876	3.129	.....	3.129
Main St. & Fairfield Ave.	Main & Golden Hill Sta.	.293	.293	.586	.....	.586
No. Main Terminus	Seaside Park	3.098	3.014	6.112	.....	6.112
Main St. & North Ave.	No. Bridgeport	.850	.839	1.689	.....	1.689
Main St. & E. Washington Ave.	Barnum Ave Terminus	1.500	1.476	2.976	.....	2.976
Main & Congress St.	E. Washington Ave. & Williams St.	.874	.874	.748	.....	.748
Barnum & Noble Aves.	Beardale St. Park	1.859	1.849	2.708	.....	2.708
Main & Congress Sts.	Oak St. & North Ave.	1.084	1.021	2.055	.....	2.055
State & Main St.	State & Fairfield Ave.	1.619	1.519	3.088	.....	3.088
Mountain Grove Cemetery	Seaside Park	2.518	1.912	4.425	.....	4.425
Brooklawn & North Ave.	Country Club	.649	.630	1.279	.....	1.279
Fairfield Ave. & Broad St.	State & Broad St.	.189	.....	.189	.110	.299
Norwalk Division:						
Cor. East Ave. & Westport Rd.	Stamford City Line	9.667	3.432	13.099	.252	13.351
Westport Ave.	Newton Ave. Terminus	.400	.376	.776	.....	.776
East Wall St. & East Ave.	So. Main & E. Washington Sta.	1.992	.....	1.992	.181	2.123
Vanzant St. & Riverside Ave.	Dorlan's Point	1.594	.....	1.594	.122	1.716

Description of Lines — Continued.

From	To	Length of road (first main track).	Length of second main track.	Total Length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Main & Wall Sts.	Winnipauk	2.025	.487	2.512	.041	2.553
West & Belden Aves.	Broad River	1.228	.....	1.228	.089	1.267
R. R. Ave & Wash- ington St.	S. Main & Monroe Sts.	.811	.....	.811	.180	.491
Roton Point Jct.	Roton Point	.686	.179	.865	.061	.926
Derby Division: Main & Oliver Sts.	South End Switch, Shelton	1.104	.....	1.104	.093	1.197
Howe Ave. & Bridge Sts.	Riverside Park	.902	.....	.902	.....	.902
Main & Elizabeth Sts.	Housatonic Park	1.105	.....	1.105	.048	1.153
Main & Elizabeth Sts.	Maple St. Naugatuck	18.417	1.995	15.412	.639	16.051
Main & Elizabeth Sts.	Main & Bridge Sts.	1.837	.....	1.837	.087	1.924
Clifton Ave. & Bridge St.	Wakeley Av Terminus	1.201	.....	1.201	.112	1.313
Main & Derby Ave.	Orange Hills	8.780	3.465	7.245	.....	7.245
No. Main & Liberty Sts.	Liberty St. Terminus	.341	... ..	.341	.....	.341
Waterbury Division: Exchange Place	Maple St., Naugatuck	5.860	2.087	7.447	.212	7.659
Exchange Place	Porter St.	.764	.....	.764	.195	.959
Exchange Place	Forest Park	1.750	.398	2.148	.183	2.331
Exchange Place	Watertown	5.751	.761	6.512	.679	7.191
W. Main & N. Wil- low	Sheffield St., Water- ville	2.882	1.230	4.112	.178	4.290
Exchange Place	Mt. Carmel	15.460	6.466	21.926	.207	22.133
Scott's Jct., Cheshire	Milldale	4.098	.....	4.098	.300	4.398
E. Main & Coles Sts.	Baldwin St. Terminus	1.801	.....	1.801	.084	1.885
Sheffield St., Water- ville	City Line	1.294	.....	1.294	.186	1.480
Waterbury City Line	Elm St., Thomaston	5.547	.....	5.547	.302	5.849
Jct. of Watertown Line	City Line	2.310	.....	2.310	.100	2.410
Waterbury City Line	No. Woodbury	9.961	.....	9.961	1.258	11.219
New Britain Division: Central park	Newington	4.633	2.712	7.345	.337	7.682
Central park	Berlin	4.463	.524	4.987	.235	5.222
Main & Chesnut St.	Elm & Chesnut Sts.	.170	.....	.170	.016	.186
Chesnut & Stanley Sts.	Fairview St.	.275	.....	.275	.....	.275
Main & Arch Sts.	Schuetzen Park	.814	.....	.814	.044	.858
Main & Church Sts.	Allen St.	1.586	.....	1.586	.088	1.674
Main & E. Main Sts.	Fairview Cemetery	.839	.....	.839	.047	.886
Main & W. Main Sts.	Lazy Lane	8.331	1.111	9.442	.352	9.794
Total,		539.746	155.085	744.831	23.282	778.113

Corporate Name and Address of Company.

The Connecticut Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Incorporated under the laws of the State of Connecticut. Merged on June 30, 1909, with The Columbia Traction Co. Operates various electric railways belonging to the New York, New Haven & Hartford Railroad Co.

Officers of The Connecticut Company.

Name	Title	Office Address
C. S. MELLEN,	President,	New Haven, Conn.
H. A. FABIAN,	Ass't to the President,	" " "
CALVERT TOWNLEY,	Vice-President,	" " "
H. M. KOCHERSPERGER,	"	" " "
E. H. McHENRY,	"	" " "
JOHN G. PARKER,	Secretary,	" " "
AUGUSTUS A. MAY,	Treasurer,	" " "
THOMAS F. PARADISE,	Ass't Treasurer,	" " "
E. D. ROBBINS,	General Counsel,	" " "
C. L. CAMPBELL,	Auditor,	" " "
M. J. LEARY,	Gen. Frt. and Pass. Agent,	" " "
J. K. PUNDEFORD,	General Manager,	" " "
F. P. HARLAN,	Act. Manager, New Haven Div.,	" " "
S. ANDERSON,	Manager, New London Div.,	Norwich, Conn.
W. P. BRISTOL,	" Hartford Div.,	Hartford, Conn.
J. B. POTTER,	" Stamford Div.,	Port Chester, N. Y.
R. P. LEE,	Supt., Meriden Div.,	Meriden, Conn.
F. A. HEWITT,	" Middletown Div.,	Middletown, "
FRED MILLER,	" Hartford Div.,	Hartford, "
C. H. CHAPMAN,	" Bridgeport Div.,	Bridgeport, "
F. L. BEARDSLEY,	" Derby Div.,	Derby, "
C. M. KALTWASSER,	" Norwalk Div.,	So. Norwalk, "
H. L. WALES,	" Waterbury Div.,	Waterbury, "
L. S. RISLEY,	" New Britain Div.,	New Britain, "
CHARLES ALLDIS,	" Torrington Div.,	Burrville, "

Directors of the Company.

Name.	Residence.
C. S. MELLEN,	New Haven, Conn.
GEORGE J. BRUSH,	" "
JAMES S. HEMINGWAY,	" "
JAMES S. ELTON,	Waterbury, "
D. NEWTON BARNEY,	Farmington, "
FRANK W. CHENEY,	South Manchester, Conn.
CHARLES F. BROOKER,	Ansonia, Conn.

Date of close of fiscal year, June 30th.

Capital Stock.

Description.	Total Par Value authorized.	Number of Shares outstanding.	Par Value per share.	Total Par Value Issued and outstanding.
Common, . . .	\$275,000.00	2,750	\$100.00	\$275,000.00

Total number of stockholders, 8.

Total number of stockholders in this state, 8.

Amount of stock held in this state, \$275,000.00.

Per mile of single track owned exclusive of sidings and turnouts, 5.547 miles

Capital stock outstanding, \$49,576.34

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Engineering and superintendence,	\$11,065.00	\$47.19	.....	\$11,112.19
Right of way, . . .	7,334.10	.....	.....	7,334.10
Track and roadway construction, .	230,673.66	10,072.66	\$1,072.86	239,673.46
Electric line construction, . . .	48,249.25	282.28	15,818.28	33,213.30
Real estate used in operation of road,	8,000.00	.....	.....	8,000.00
Interest and discount,	12,804.54	.....	.....	12,804.54
Miscellaneous,	2,040.51	10,504.80	.....	12,545.31
 Total construction,	 \$315,067.06	 \$20,906.98	 \$16,891.09	 \$319,582.90
 Grand total construction and equipment,	 \$315,067.06	 \$20,906.98	 \$16,891.09	 \$319,582.90
 Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	\$57,618.65

Construction and Equipment — Continued.**Lines operated under Contract.**

ACCOUNT.	Additions during year.	Deductions during year.	Total Cost to June 30, 1909.	
Engineering and superintendence,	\$48,147.78		\$48,147.78	Repaid by N. Y., N. H. & H. R. R. Co.
Right of way,	31,653.88		31,653.88	
Track and roadway construction,	1,055,675.67		1,055,675.67	
Electric line construction,	180,492.45		180,492.45	
Buildings and fixtures used in operation of road,	11,010.41		11,010.41	
Miscellaneous,	83,869.83		83,869.83	
Total construction,	\$1,410,849.02		\$1,410,849.02	
Power plant equipment,	\$73,396.92		\$73,396.92	
Shop tools and machinery,	274.61		274.61	
Cars,		\$14,079.05	14,079.05	
Electric equipment of cars,		7,521.66	7,521.66	
Miscellaneous equipment,	17,705.03		17,705.03	
Total equipment,	\$91,376.56	\$21,600.71	\$69,775.85	
Grand total construction and equipment,	\$1,501,725.58	\$21,600.71	\$1,480,124.87	

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$6,841,425.16	
Operating expenses,	3,968,258.64	
Net earnings from operation,		\$2,873,166.52
Miscellaneous income:		
Interest on deposits,	\$4,017.46	
Income from securities owned,	148.03	
Net earnings, lighting and water departments,	476,461.83	
Guar. account New Eng. Invest. & Security Co.,	329,433.95	810,061.27
Gross income less operating expenses,		\$3,683,227.79
Deductions from income:		
Taxes:		
On capital stock,	\$2,500.00	
On earnings,	17,802.76	
Miscellaneous,	3,406.87	23,509.63
Interest: On floating debt,		1,036.63
Rent of leased lines,		7,266.67
Interest on New York & Stamford Railway Co. Bonds,		7,100.00
		38,912.93
* Net income,		\$3,644,314.86
Deductions from net income:		
Paid over to N. Y., N. H. & H. R. R. Co., in accordance with operating contract,		\$3,644,314.86

Gross Earnings from Operations.**Car earnings:**

Passengers,	\$6,416,338.20
Chartered cars,	28,428.25
Mail,	9,407.72
Express,	224,294.22

\$6,678,468.39**Miscellaneous earnings:**

Advertising,	\$29,686.95
Rent of land and buildings,	5,117.34
Rent of tracks,	21,172.79
Rent of equipment,	1,340.45
Sale of power,	39,778.21
Other miscellaneous earnings,	3,744.81
Park earnings,	62,116.22

162,956.77

Total, \$6,841,425.16**Operating Expenses.****MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$447,319.51
Maintenance of electric line,	105,025.02
Maintenance of buildings and fixtures,	19,762.91

Total, \$572,107.44**Equipment:**

Maintenance of steam plant,	\$38,657.24
Maintenance of electric plant,	18,015.10
Maintenance of cars,	189,680.97
Maintenance of electric equipment of cars,	151,672.02
Maintenance of miscellaneous equipment,	21,626.48
Miscellaneous shop expenses,	30,903.82

Total, 450,555.63**TRANSPORTATION.****Operation of power plant:**

Power plant wages,	\$114,543.20
Fuel for power,	331,466.34
Water for power,	12,224.41
Lubricants and waste for power plant,	10,122.63
Miscellaneous supplies and expenses of power plant,	10,098.67
Hired power,	274,554.36

Total, 753,009.61

Operating Expenses — Continued.**Operation of cars:**

Superintendence of transportation,	\$66,407.37
Wages of conductors,	610,398.27
Wages of motormen,	631,003.76
Wages of miscellaneous car service employees,	55,350.96
Wages of car house employees,	94,409.61
Car service supplies,	20,410.32
Miscellaneous car service expenses,	67,145.72
Hired equipment,	18,972.19
Cleaning and sanding track,	47,375.52
Removal of snow and ice,	12,735.78
Total,	\$1,624,209.50

GENERAL.

Salaries of general officers,	\$40,375.46
Salaries of clerks,	73,346.30
Printing and stationery,	9,605.43
Miscellaneous office expenses,	14,121.39
Stores expenses,	15,068.12
Stable expenses,	8,708.32
Advertising and attractions,	50,551.89
Miscellaneous general expenses,	26,929.72
Damages,	161,660.13
Legal expenses in connection with damages,	81.57
Miscellaneous legal expenses,	694.20
Rent of land and buildings,	4,689.25
Rent of tracks and terminals,	9.50
Insurance,	51,980.70
Express department expenses,	110,554.48
Total,	568,376.46
Grand total,	\$3,968,258.64

Detailed Statement of Rentals of Leased Lines.

Name of Lessor.	Portion not included in foregoing payment of interest or dividends.	Total amount of rental paid by lessee.
South Manchester Light, Power & Tramway Co.,	\$600.00	\$600.00
N. Y., N. H. & H. R. R. Co. to N. Y. & S. Ry. Co.,	6,666.67	6,666.67
Total,	\$7,266.67	\$7,266.67

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$315,067.06	Construction & equipment,	\$319,582.90	\$4,515.84	.....
478,147.88	Current assets as follows:			
480.00	Cash,	503,217.11	25,069.78	.....
280,270.88	Bills receivable,	2,748.68	2,818.68	.....
795,495.97	Accounts receivable,	278,905.65	.....	\$6,365.23
80,327.10	Material and supplies,	658,022.53	.....	137,478.44
27,387.19	Prepaid accounts,	24,076.63	.....	6,250.47
184,869.42	Cash in hands of agents,	40,221.03	12,833.84	.....
	Renewals suspense,	374,089.68	239,170.26	.....
\$2,061,994.95	Total,	\$2,195,814.21	\$133,819.26	.....

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$250,000.00	Capital Stock, common,	\$275,000.00	\$25,000.00	.....
1,875,688.48	Current liabilities as follows:			
5,000.00	Accounts payable,	1,519,670.69	143,982.21	.....
315,067.06	Rentals due and unpaid, . . . . .	.....	.....	\$5,000.00
	Advances by N. Y. N. H. & H. R. R. Co. for construction,	309,582.90	.....	5,484.16
11,149.94	Outstanding tickets,	16,382.09	5,233.15	.....
	Accrued liabilities as follows:			
5,825.00	Miscellaneous interest accrued and not yet due, . . . . .	.....	.....	5,325.00
162.50	Rentals accrued and not yet due,	128.84	.....	34.16
929.24	Accrued water rentals,	685.61	.....	293.63
98,673.78	Reserves,	74,414.68	.....	24,259.15
\$2,061,994.95	Total,	\$2,195,814.21	\$133,819.26	.....

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	25,002,701
Freight, mail, and express car mileage,	498,743
Total car mileage,	25,501,444
Passenger car hours,	2,650,901
Freight, mail, and express car hours,	83,275
Total car hours,	2,734,176
Fare passengers carried,	129,824,599
Transfer passengers carried,	24,851,765
Total passengers carried,	154,676,364

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Average fare, revenue passengers,	4.942
Average fare, all passengers (including transfer passengers), . .	4.148
Car earnings per car mile,	26.19
Miscellaneous earnings per car mile,	.0064
Gross earnings per car mile,	26.83
Car earnings per car hour,	\$2.44
Miscellaneous earnings per car hour,	.06
Gross earnings per car hour,	\$2.50
Operating expenses per car mile,	15.56
Operating expenses and taxes per car mile,	15.65
Operating expenses per car hour,	\$1.45
Operating expenses and taxes per car hour,	\$1.46
Operating expenses per cent. of gross earnings,	58.00
Operating expenses and taxes per cent. of gross earnings, . . .	58.34
Average number of employees, not including officials, during year,	4,104
Aggregate amount of wages paid employees,	\$2,673,341.56
Amount of salaries paid officials,	\$21,600.00

CROSSINGS, ETC.

Steam railroad crossings at grade unprotected,	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	11
Steam railroad crossings at grade protected by signal or inter- locking devices,	4
Steam railroad crossings over grade,	46
Steam railroad crossings under grade,	30

Commutation and other forms of tickets sold at reduced rates:

Twenty-five ride book, Meriden to Wallingford, \$2.25.

Twenty-five ride book, Meriden to Yalesville, \$2.00.

Twenty-five ride book, Meriden to Tracy, \$1.50.

Twenty-five ride book, Tracy and Wallingford, \$1.50.

Twenty-five ride book, South Meriden and Wallingford, \$2.00.

Forty ride pupils' books, \$1.00.

Monthly commutation books in coupon forms are sold at one-half the regular rates, good between Manchester and Burnside, Manchester and Rockville, Burnside and Rockville.

Fifty ride book, Hartford to Windsor, \$4.00.

Fifty ride book, Hartford to Glastonbury, \$4.00.

Fifty ride book, Hartford to Rainbow Park, \$5.00.

Fifty ride book, Hartford to South Glastonbury, \$5.00.

Twenty ride book, Windsor to Poquonock, \$1.00.

Ten ride strips, Grosvenordale to North Grosvenordale, 30 cents.

Twenty-one ride strips, any 5c. fare limit in New Britain, \$1.00.

Twenty-five ride strips, any 5c. fare limit in Waterbury, \$1.00.

Twenty ride books, Far Mill River to Stratford Pole, \$1.00.

Twenty ride books, Far Mill River to Derby, \$1.00.

Description of Road and Equipment.

TRACK.

	Owned.	Operated under agreement.	Total operated.
Length of road (first main track),	5.547	584.199	589.746
Length of second main track, . . . . .	.....	155.085	155.085
Total length of main track,	5.547	739.284	744.831
Length of sidings and turnouts,	.302	27.980	28.282
Total computed as single track,	5.849	767.264	778.118

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	40 to 95 lbs.	705.872	705.872
Girder Tram,	70 to 90 lbs.	50.861	50.861
Girder Groove,	85 to 125 lbs.	16.880	16.880
Total miles of, . . . . .	.....	778.118	778.118
Gauge of track	4' 8½"	.....	.....

PAVING.

	Miles.
Asphalt, sheet,	13.204
Brick,	28.498
Asphalt, block,	1.900
Cobble,	16.089
Belgium block,	14.614
Bituminous macadam,	3.250
Macadam,	172.824
Concrete pavement,	.094
Stone ballast,	23.180
Granitoid,	1.281
Wood,	2.341
Total miles,	277.275

Description of Road and Equipment.— *Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule.	573	20	593
Closed passenger cars equipped with half vestibule.	78	26	104
Closed passenger cars not equipped with vestibule.	26	5	31
Open passenger cars.	757	19	776
Combination closed and open passenger cars.	2	..	2
Total passenger cars.	1,436	70	1,506
Freight cars.	2	5	7
Express cars.	28	..	28
Combination cars.	5	..	5
Work cars.	41	66	107
Snow plows.	56	35	91
Sweepers.	13	5	18
Miscellaneous.	35	16	51
Total.	1,611	197	1,808

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.	9½	19c. to 25c. per hour.
Motormen.	9½	19c. to 25c. per hour.
Starters.	10½	\$2.57
Watchmen.	11	1.81
Switchmen.	10	1.50
Roadmen.	10	1.58
Hostlers.	10	1.83
Linemen.	9½	2.40
Engineers.	10	2.67
Firemen.	10	2.08
Electricians.	10	2.81
Machinists and Mechanics.	10	2.29

List of All Accidents During the Year ended June 30, 1909.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	447	3	481	3	928
Employees,	2	50	3	87	5	137
Other persons,	..	96	26	194	26	290
Total,	2	593	32	762	34	1,355

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$177,850.20

Description of Accidents.

- July 1, 1908. New Haven. Struck by car, body bruised; name unknown.
- July 1, 1908. New Haven. Jumped from moving car, arm bruised; C. Browning.
- July 1, 1908. New Haven. Collision, team and car, driver bruised; name unknown.
- July 2, 1908. New Haven. Stepped from moving car, arm and leg bruised; Jas. Baullf.
- July 2, 1908. Bridgeport. Struck by falling tree, injury slight; name unknown.
- July 2, 1908. Ansonia. Jumped from car, leg injured; name unknown.
- July 2, 1908. New London. Stepped from moving car, knee injured; Thos. J. Kehr.
- July 3, 1908. New Haven. Struck by car, body bruises; Mrs. Williams.
- July 3, 1908. New Haven. Collision, motorcycle and car, injuries slight; T. Green.
- July 3, 1908. Hartford. Jumped from moving car, bruised; Miss Newman.
- July 4, 1908. Norwich. Jumped from moving car, head cut; Michael Dewire.
- July 4, 1908. Norwich. Jumped from moving car, head, arms and legs bruised; Hugh F. Ward.
- July 4, 1908. Hartford. Collision, car and team, head and arm cut; Wm. Tigbe.
- July 4, 1908. New Haven. Stepped from moving car, leg and arm bruised; Mrs. Ericson.
- July 4, 1908. New Haven. Boarding moving car, head bruised; Henry Perry.
- July 4, 1908. New Haven. Boarding moving car, head and body bruised; F. R. Johnson.

July 4, 1908. Branford. Car ran switch; Nellie Whalley, arm bruised; Mrs. C. Fitch, sprained ankle.

July 4, 1908. West Haven. Boarding moving car, body bruised; Dominico Colaste.

July 5, 1908. New Haven. Collision, bicycle and car, injuries slight; John Poland.

July 5, 1908. New Haven. Boarding moving car, knee bruised; J. C. Keyes.

July 5, 1908. New Haven. Arm over guard rail, struck by passing car, bruised; Geo. Starks.

July 5, 1908. New Haven. Stepped from moving car, arm bruised; J. Olderman.

July 5, 1908. New Haven. Stepped from moving car, leg bruised; Mrs. P. Huberg.

July 5, 1908. Hartford. Collision, team and car, leg injured; Conductor Harry Prior.

July 5, 1908. Hartford. Stepped from moving car, head bruised; Mrs. Fagan.

July 5, 1908. East Hartford. Jumped from moving car, hand and knee bruised; Robert Murray.

July 6, 1908. New Haven. Boarding moving car, head bruised; Jas. Sizer.

July 6, 1908. New Haven. Collision, team and car, body bruised; L. L. Scranton.

July 6, 1908. New Haven. Fell after alighting from car, nose broken; Mrs. J. Douglas.

July 6, 1908. New Haven. Stepped from moving car, body bruises; Mrs. F. D. Huets.

July 6, 1908. New Britain. Jumped from moving car, shoulder bruised; name unknown.

July 6, 1908. Waterbury. Collision of cars, knee injured; Mr. Gorman.

July 7, 1908. New Haven. Stepped from moving car, arm and leg bruised; F. Collins.

July 7, 1908. New Haven. Stepped from moving car, body bruises; Mary Healy.

July 7, 1908. New Haven. Stepped from moving car, head bruised; W. Murphy.

July 7, 1908. New Haven. Stepped from moving car, body bruises; Helen Maguire.

July 7, 1908. New Haven. Stepped from moving car, body bruises; Miss Wolf.

July 7, 1908. New Haven. Stepped from moving car, arm and leg bruised; Mrs. Wableson.

July 7, 1908. Hartford. Stepped from moving car, arm bruised; Mr. Greenzyan.

July 7, 1908. Bridgeport. Collision, car and team, driver's back injured; name unknown.

July 7, 1908. Bridgeport. Alighting from car, arm injured; Phoebe Christian.

July 8, 1908. New Haven. Collision, team and car, head and back bruised; W. L. Graves.

July 8, 1908. New Haven. Stepped from moving car, body bruises; John Brunt.

July 8, 1908. New Haven. Stepped from moving car, arm scraped; Mrs. Daves.

July 9, 1908. New Haven. Stepped from moving car, arm and leg bruised; Mrs. Giegler.

July 9, 1908. New Haven. Stepped from moving car, body bruises; name unknown.

July 9, 1908. New Haven. Boarding moving car, head bruised; A. Dunn.

July 9, 1908. New Haven. Boarding moving car, arm bruised; Edward Wallace.

July 9, 1908. New Haven. Stepped from moving car, sprained ankle; Mrs. Meyers.

July 9, 1908. New Haven. Stepped from moving car, hands bruised; F. Gibelle.

July 10, 1908. South Manchester. Collision, team and car, driver slightly injured; Humphrey Shurtliff.

July 10, 1908. Hartford. Stepped from moving car, head cut; Paul Manumn.

July 10, 1908. New Britain. Stepped from moving car, slightly injured; Mrs. Solomon.

July 11, 1908. New Haven. Stepped from moving car, head cut; T. F. Shay.

July 11, 1908. New Haven. Boarding moving car, arm and leg bruised; David Brown.

July 11, 1908. West Haven. Stepped from moving car, body bruises; Mrs. Godell.

July 11, 1908. New Haven. Stepped from moving car, arm bruised; Mrs. J. H. Palmer.

July 11, 1908. New Haven. Attempted to board moving car, leg bruised; Mr. Schroeder.

July 11, 1908. Hartford. Stepped from moving car, elbow injured; Mrs. Etta Greenberg.

July 12, 1908. New Haven. Stepped from moving car, leg bruised; J. T. Cullan.

July 12, 1908. New Haven—Fair Haven. Stepped from moving car, body bruises; Mrs. Machol.

July 12, 1908. New Haven. Boarding moving car, head cut; Jas. Dooling.

July 12, 1908. West Haven. Stepped from moving car, arm bruised; John Smith.

July 12, 1908. New Haven. Stepped from moving car, body bruises; Ellen Coles.

July 12, 1908. Shelton. Riding on running board, struck by bridge, head bruised; Hugo Johnson.

July 12, 1908. Bridgeport. Fell from car, head bruised; Michael Stein.

July 12, 1908. Meriden. Jumped from moving car, injuries slight; Mr. Ruge.

July 12, 1908. Elmville. Jumped from moving car, wrist and hip injured; Catherine Wood.

July 13, 1908. New Haven. Boarding moving car, arm and leg bruised; P. Princeton.

July 13, 1908. New Haven. Stepped from moving car, leg bruised; N. Driscoll.

July 14, 1908. New Haven. Stepped from moving car, arm injured; Jas. Marooney.

July 14, 1908. New Haven. Stepped from moving car, body bruises; Chas. Parker.

July 14, 1908. New Haven. Stepped from moving car, head bruised; J. F. Douglas.

July 14, 1908. Hartford. Collision of cars, hip and back injured; Wm. H. Hills.

July 14, 1908. Middletown. Stepped from moving car, foot hurt; Mr. Hale.

July 15, 1908. New Haven. Stepped from moving car, body bruises; S. Richman.

July 15, 1908. New Haven. Struck by car, slight body bruises; D. Dworsky.

July 15, 1908. New Britain. Fell from car, scalp wound and bruised shoulder; W. Sanderson.

July 16, 1908. Savin Rock. Boarding moving car, body bruises; Mrs. L. Brun.

July 16, 1908. New Haven. Boarding moving car, arm and leg bruised; Mr. Backers.

July 16, 1908. Hartford. Letting off hand brake, struck in stomach; Louis Lajoie, employee.

July 17, 1908. New Haven. Boarding moving car, body bruises; Mr. Smith.

July 17, 1908. Norwalk. Collision of cars, slightly injured; Geo. Gladstone.

July 18, 1908. New Haven. Stepped from moving car, body bruises; Miss Smith.

July 18, 1908. New Haven. Stepped off moving car, arm and hand bruised; Mrs. McPartland.

July 18, 1908. West Haven. Stepped from moving car, slight body bruises; B. Werabecker.

July 18, 1908. New Haven. Stepped off moving car, arm and leg bruised; A. Sheren.

July 18, 1908. Hartford. Employee struck by bar while turning rail, jaw broken; Vedo Jeshua.

July 18, 1908. Waterbury. Stepped from moving car, hip and head bruised; Mr. Shaker.

July 19, 1908. New Haven. Stepped from moving car, body bruises; A. Flitberg.

July 19, 1908. New Haven. Stepped from moving car, wrist sprained, body bruises; Lilly Coleman.

July 19, 1908. Hartford. Stepped from moving car, hip bruised; Piker Moryman.

July 19, 1908. Hartford. Fuse blew out, leg burned; Jos. Karam.

July 19, 1908. Norwalk. Collision of cars, slightly injured; Margaret Barrett, Elsie Warren.

July 19, 1908. Woodmont. Fare register fell, head injured; Zella Schwab.

July 20, 1908. New Haven. Stepped from moving car, slight body bruises; Mrs. Reynolds.

July 20, 1908. New Haven. Boarding moving car, slight body bruises; A. M. Tucker.

July 20, 1908. Woodbury. Struck by car, slight bruises; P. Cannbanora.

July 20, 1908. Stamford. Collision of cars, head bruised; Mrs. M. Harris.

July 21, 1908. New Haven. Jumped from moving car, slight body bruises; S. Hessler.

July 21, 1908. New Haven. Stepped from moving car, slight body bruises; Mrs. Baldwin.

July 21, 1908. New Haven. Boarding moving car, head cut; name unknown.

July 21, 1908. Hartford. Collision, team and car, driver's leg injured; J. Klein.

July 21, 1908. Waterbury. Stepped from moving car, back injured; Mrs. Slavish.

July 22, 1908. New Haven. Boarding moving car, head cut; name unknown.

July 22, 1908. New Haven. Stepped from moving car, arm and leg bruised; Miss Ennel.

July 22, 1908. Rockville. Collision of cars — B. P. Hodgkins, Winifred Hodgkins, Jas. Shea, R. J. Gorman, Oswald Schultz, Daniel McCarthy, all passengers, and Jas. Robinson, employee.

July 23, 1908. New Haven. Alighting from car, side bruised; Mrs. Linovitch.

July 23, 1908. New Haven. Stepped from moving car, body bruises; Bertha Schulz.

July 23, 1908. New Haven. Collision, car and team, driver's head injured; name unknown.

July 23, 1908. Cox's, Savin Rock. Foot caught in running board, toes bruised; Henry Streck.

July 23, 1908. New Haven. Stepped from moving car, body bruises; Mrs. McGrath.

July 23, 1908. Hartford. Collision, car and automobile, shaken up; Mrs. Spiegel.

July 23, 1908. Hartford. Stepped from moving car, injuries slight; Mrs. Levine.

July 23, 1908. East Hartford. Collision, team and car, driver bruised and badly shaken up; Myron J. Post.

July 23, 1908. Hartford. Employee fell from ladder, wrist broken; Thos. Evans.

July 23, 1908. Waterbury. Thrown from car in rounding curve, slight bruises; Paola Fortune, Salvito Maralio and Peter Muncia, all employees.

July 24, 1908. New Haven. Stepped from moving car, hands bruised; P. F. O'Brien.

July 24, 1908. New Haven. Stepped from moving car, arm sprained; Mrs. J. Rice.

July 24, 1908. New Haven. Jumped from moving car, scalp wound; Mrs. Holdyear.

July 24, 1908. Hartford. Collision, team and car, driver's head cut; C. L. Foster.

July 24, 1908. Hartford. Employee stepped on nail in shop, injury slight; Thos. McGowan.

July 24, 1908. Bridgeport. Collision, car and team, injuries slight; Sam. Litvin and Chas. Smith.

July 24, 1908. New London. Jumped from moving car, head cut; Mr. Case.

July 25, 1908. New Haven. Jumped from moving car, body bruises; Annie Fields.

July 25, 1908. New Haven. Stepped from moving car, slight body bruises; Minnie Gibbart.

July 25, 1908. New Haven. Boarding moving car, arm and leg bruised; John McCue.

July 25, 1908. New Haven. Jumped from moving car, body bruises; Elmer Christianson.

July 25, 1908. Hartford. Struck by car, injuries fatal; Jos. Lynch.

July 25, 1908. Waterbury. Fell from running board, hip and head bruised; J. T. Nelson.

July 26, 1908. New Haven. Jumped from moving car, slight body bruises; A. Bottschneider.

July 26, 1908. New Haven. Struck by car, body bruises; Geo. Morris.

July 26, 1908. New Haven. Struck by car, head cut; Harry Barker.

July 26, 1908. New Haven. Stepped from moving car, arm bruised; Mary Maglinoff.

July 26, 1908. New Haven. Struck by guard rail, shoulder bruised; Mrs. J. McIntosh.

July 26, 1908. Hartford. Stepped from moving car, hand bruised; Nellie Goldberg.

July 26, 1908. Middletown. Fell alighting from car, arm bruised; Gertrude E. Ware.

July 26, 1908. Meriden. Stepped from moving car, hand scraped; Mrs. Fluke.

July 26, 1908. New London. Stepped from moving car, arm injured; Mrs. Hewitt.

July 27, 1908. New Haven. Struck by car, arm bruised; C. E. Longson.

July 28, 1908. New Haven. Stepped from moving car, injuries fatal; Mrs. Fenton.

July 28, 1908. Savin Rock. Boarding moving car, leg bruised; Mr. Ledwith.

July 28, 1908. New Haven. Stepped from moving car, body bruises; Mrs. K. Rowe.

July 28, 1908. Meriden. Stepped from moving car, head and arm bruised; Jennie Doherty.

July 29, 1908. New Haven. Stepped from moving car, arm bruised; Mr. Burke.

July 29, 1908. New Haven. Struck by car, head cut, foot bruised; Stella Pamor.

July 29, 1908. New Haven. Struck by car, injuries slight; Marion Day.

July 29, 1908. New Haven. Stepped from moving car, injuries slight; Mrs. Meyers.

July 29, 1908. New Haven. Stepped from moving car, badly shaken up; Mary Costello.

July 29, 1908. Hartford. Alighting from car, ankle sprained and back injured; Mrs. Adelia Homwood.

July 29, 1908. New Britain. Window fell on finger, injury slight; Mr. Granger.

July 29, 1908. Middletown. Fell from car, shaken up; Carl F. R. Holmberg.

July 30, 1908. New Haven. Stepped from moving car, face bruised; John Prill.

July 30, 1908. New Haven. Jumped from moving car, arm and leg bruised; Eliza Kraft.

July 30, 1908. New Haven. Stepped from moving car, slightly injured; Mrs. Hillis.

July 30, 1908. Hartford. Stepped from moving car, knee injured; Mrs. Halstrom.

July 30, 1908. Hartford. Rail fell on foot, toes smashed; Bene Letz, employee.

July 30, 1908. Norwich. Jumped from moving car, head cut; Miriam Patan.

July 31, 1908. New Haven. Stepped from moving car, body bruises; L. E. Forsyth.

July 31, 1908. New Haven. Collision, team and car, shaken up; Geo. Mooney.

Aug. 1, 1908. New Haven. Struck by car, slight body bruises; Raphael Prode.

Aug. 1, 1908. West Haven. Boarding moving car, injuries slight; Mr. Doolittle.

Aug. 1, 1908. New Haven. Collision, team and car, driver slightly injured; name unknown.

Aug. 1, 1908. East Haven. Collision, team and car, injury slight; driver's name unknown.

Aug. 1, 1908. Elmwood. Stepped from moving car, shaken up; Mrs. Bramley.

Aug. 1, 1908. Bridgeport. Stuck pickaxe in foot, not serious; employee 97.

- Aug. 2, 1908. New Haven. Stepped from moving car, arm bruised; M. D. Murphy.
- Aug. 2, 1908. West Haven. Stepped from moving car, arm bruised; Miss B. Connelly.
- Aug. 2, 1908. Hartford. Stepped from moving car, injury slight; Mrs. Hackett.
- Aug. 2, 1908. Bridgeport. Fell from car, shaken up; Conductor 4156.
- Aug. 3, 1908. New Haven. Stepped from moving car, injury slight; Wm. Allen.
- Aug. 3, 1908. New Haven. Stepped from moving car, arm and leg bruised; Mrs. L. E. Clark.
- Aug. 3, 1908. New Haven. Boarding moving car, injury slight; Mrs. M. French.
- Aug. 3, 1908. Bridgeport. Caught foot in running board, sprained; Mrs. Bray.
- Aug. 3, 1908. Waterbury. Car derailed, head bruised; J. N. Clark.
- Aug. 4, 1908. New Haven. Stepped from moving car, injury slight; Mrs. Williams.
- Aug. 4, 1908. New Haven. Stepped from moving car, arm bruised; Mrs. Heavers.
- Aug. 4, 1908. New Haven. Stepped from moving car, injury slight; N. Anderson.
- Aug. 4, 1908. New Haven. Stepped from moving car, arms bruised; Miss Dunn.
- Aug. 4, 1908. Bridgeport. Fell from car, face bruised; name unknown.
- Aug. 4, 1908. East Killingly. Alighting from car, knee bruised; Alfred Booth.
- Aug. 5, 1908. West Haven. Stepped from moving car, injury slight; Mrs. Palmer.
- Aug. 5, 1908. New Haven. Thrown from car, arms and head bruised; Mr. Herman.
- Aug. 5, 1908. Hartford. Stepped from moving car, elbow bruised; Mrs. Callahan.
- Aug. 5, 1908. Hartford. Collision, car and cab, shoulder injured; Mrs. Butler.
- Aug. 5, 1908. New London. Jumped from moving car, face cut; Philip Jeffrey.
- Aug. 6, 1908. New Haven. Collision, car and team, shaken up; driver's name unknown.
- Aug. 6, 1908. Hartford. Jumped from car, back injured; Mrs. McDermott — shin bone scraped, Elizabeth Dunn.
- Aug. 6, 1908. Waterville. Struck by car, arm crushed; M. Murphy.
- Aug. 7, 1908. New Haven. Boarding moving car, body bruises; A. Doldberg.
- Aug. 7, 1908. Waterbury. Alighting from car, ankle turned; Mrs. P. H. Real.
- Aug. 7, 1908. New Haven. Stepped from moving car, head injured; Mary White.

- Aug. 7, 1908. Hartford. Jumped from moving car, face bruised; Dominick Delono.
- Aug. 8, 1908. New Haven. Stepped from moving car, head cut; Mrs. Riggs.
- Aug. 8, 1908. New Haven. Stepped from moving car, hand bruised; H. J. Butler.
- Aug. 8, 1908. Woodmont. Stepped from moving car, injury slight; Alger Jones.
- Aug. 8, 1908. Bridgeport. Conductor caught between cars; head cut.
- Aug. 9, 1908. West Haven. Stepped from moving car, injury slight; H. Glazer.
- Aug. 9, 1908. New Haven. Boarding moving car, arm bruised; Mrs. F. M. Bowe.
- Aug. 9, 1908. Hartford. Stepped from moving car, leg injured; Kate Day.
- Aug. 9, 1908. Manchester. Boarding car, sprained arm; M. St. Martin.
- Aug. 9, 1908. Bridgeport. Fell from car, leg bruised; name unknown.
- Aug. 9, 1908. Waterbury. Stepped from moving car, face cut; J. Dowling.
- Aug. 9, 1908. Waterbury. Boarding moving car, face cut; J. Cullen.
- Aug. 10, 1908. New Haven. Stepped from moving car, arm bruised; Mrs. Ashe.
- Aug. 10, 1908. New Haven. Stepped from moving car, head cut; M. Toole.
- Aug. 10, 1908. New Haven. Stepped from moving car, ankle sprained; Mrs. Foote.
- Aug. 10, 1908. East Hartford. Fell from car, leg and arm injured; Conductor C. P. Powers.
- Aug. 11, 1908. New Haven. Jumped from car, Mrs. H. Clark, Miss Clark and Miss J. Leonard; injuries slight.
- Aug. 11, 1908. New Haven. Stepped from moving car, head bruised; M. Barry.
- Aug. 11, 1908. New Haven. Stepped from moving car, injury slight; Mrs. Meyers.
- Aug. 11, 1908. New Haven. Collision, team and car, injury slight; M. Mollica.
- Aug. 12, 1908. New Haven. Stepped from moving car, injury slight; H. J. Broadville.
- Aug. 12, 1908. Branford. Jumped from moving car, body bruises; A. Mosaknski.
- Aug. 12, 1908. Hartford. Stepped from moving car, injury slight; Mary Connell.
- Aug. 13, 1908. New Haven. Stepped from moving car, body bruises; Dora Pasinkoff.
- Aug. 13, 1908. New Haven. Stepped from moving car, injury slight; Jas. Ganzi.
- Aug. 13, 1908. Hartford. Stepped from moving car, arm injured; Mrs. A. Miller.

- Aug. 13, 1908. Hartford. Collision, team and car, injury slight; Wm. Barrett, Jas. Eagan.
- Aug. 13, 1908. Hartford. Fell from car, injury slight; name unknown.
- Aug. 13, 1908. Bridgeport. Automobile collided with fallen wire, injury slight; Wm. Allen.
- Aug. 14, 1908. New Haven. Collision, team and car, injury slight; Mr. Franklin.
- Aug. 14, 1908. New Haven. Collision, team and car, body bruises; W. R. Donovan.
- Aug. 14, 1908. New Haven. Stepped from moving car, arm and leg bruised; Chas. Colberg.
- Aug. 14, 1908. New Haven. Struck knee against running board while boarding car, bruised; name unknown.
- Aug. 14, 1908. New Haven. Boarding moving car, injury slight; Edward Farr.
- Aug. 14, 1908. Hartford. Putting on gear, hand slipped, injury slight; Patrick Garvan, employee.
- Aug. 15, 1908. New Haven. Stepped from moving car, injury slight; C. Fehean.
- Aug. 15, 1908. West Haven. Collision of cars; Mrs. Johnson, J. Burns, T. Donnelly, slightly injured.
- Aug. 15, 1908. West Haven. Stepped from moving car, injury slight; Chas. Spencer.
- Aug. 15, 1908. New Haven. Boarding moving car, bruised; John Jones.
- Aug. 15, 1908. Hartford. Boarding moving car, wrist cut; name unknown.
- Aug. 15, 1908. Waterbury. Struck by car, injuries fatal; J. Giorvani.
- Aug. 15, 1908. Tafts. Alighting from car, shaken up; Pauline Brochier.
- Aug. 16, 1908. Stamford. Boarding car, foot cut; John Boles.
- Aug. 16, 1908. New Haven. Boarding moving car, leg bruised; John Dowd.
- Aug. 16, 1908. New Haven. Stepped from moving car, arm bruised; name unknown.
- Aug. 16, 1908. New Haven. Stepped from moving car, hands bruised; Geo. Nichols.
- Aug. 16, 1908. Branford. Boarding moving car, head bruised; Dominico Defonco.
- Aug. 16, 1908. Hartford. Alighting from car, injury slight; Miss Peters.
- Aug. 16, 1908. Waterbury. Knocked from running board by passing team, bruised side and head cut; T. F. Hayes.
- Aug. 16, 1908. Middletown. Car derailed; August Hesse, Edward Duennebier, Chas. G. Kutze, shaken up.
- Aug. 17, 1908. New Haven. Stepped from moving car, arm bruised; Miss E. Betts.
- Aug. 17, 1908. New Haven. Jumped from moving car, injury slight; Mr. Maloney.
- Aug. 17, 1908. Allingtown. Stepped from moving car, head bruised; Peter Chase.

Aug. 17, 1908. Hartford. Fell from car, shoulder sprained; Conductor Geo. T. More.

Aug. 17, 1908. Burnside. Collision of cars, chest and knee bruised; M. F. Brennan.

Aug. 18, 1908. New Haven. Jumped from moving car, arm and leg bruised; T. Shea.

Aug. 18, 1908. New Haven. Stepped from moving car, face cut; Martin Flynn.

Aug. 18, 1908. New Haven. Stepped from moving car, injury slight; Mrs. Bochine.

Aug. 18, 1908. Norwalk. Fuse blew up, arm burned; Mrs. C. McKee.

Aug. 18, 1908. Middletown. Car derailed, shaken up; Mrs. T. Ratcliffe.

Aug. 19, 1908. New Haven. Stepped from moving car, side bruised; Geo. Foley.

Aug. 19, 1908. New Haven. Collision, team and car, injury slight; driver's name unknown.

Aug. 19, 1908. New Haven. Stepped from moving car, eye cut; John Foley.

Aug. 19, 1908. Montowese. Stepped from moving car, arm bruised; Mrs. Laroson.

Aug. 19, 1908. West Haven. Collision, auto and car, injury slight; name unknown.

Aug. 19, 1908. New Haven. Stepped from moving car, hip bruised; Mrs. P. McDonlon.

Aug. 19, 1908. Savin Rock. Stepped from moving car, injury slight; Mrs. Hogan.

Aug. 19, 1908. New Haven. Stepped from moving car, injury slight; Dr. Klenke.

Aug. 19, 1908. New Haven. Boarding moving car, leg bruised; Mr. Kennedy.

Aug. 19, 1908. Hartford. Rail fell on foot, injury slight; Carmen Flobia, employee.

Aug. 20, 1908. New Haven. Foot caught in running board, scraped knee and elbow; A. J. Malone.

Aug. 20, 1908. New Haven. Boarding moving car, leg and hand cut; Edward Cotte.

Aug. 20, 1908. Savin Rock. Car derailed; Miss M. Dorson, Mrs. L. M. Stiger, slightly bruised.

Aug. 20, 1908. New Haven. Fell from car, bruised; Theresa Pamale.

Aug. 20, 1908. Hartford. Boarding car, face cut; Wm. Smith.

Aug. 20, 1908. Hartford. Collision, team and car, badly injured; Conductor Austin Murphy.

Aug. 21, 1908. Hartford. Struck by car, injury slight; Nellie Tremonte.

Aug. 21, 1908. Hartford. Collision, team and car, injury slight; Stephen Russell, Fannie Curnow.

Aug. 21, 1908. Stratford. Alighting from car, ankle injured; Mrs. O. F. Pennoyer.

Aug. 22, 1908. New Haven. Fell from car, injury slight; C. F. Martin.

- Aug. 22, 1908. East Haven. Jumped from moving car, injury slight; H. Mallica.
- Aug. 22, 1908. New Haven. Fell off running board, injury slight; M. Grogan.
- Aug. 22, 1908. Woodmont. Collision, car and team, injury slight; R. W. Tibbals.
- Aug. 22, 1908. Hartford. Collision, team and car, arm hurt; Mr. Ladd.
- Aug. 23, 1908. New Haven. Jumped from moving car, head cut; unknown woman.
- Aug. 23, 1908. Fair Haven. Stepped from moving car, arm bruised; Nicholas Nicks.
- Aug. 23, 1908. New Haven. Stepped from moving car, injury slight; Kittie Daley.
- Aug. 23, 1908. Savin Rock. Jumped from moving car, body bruised; V. Pettruce.
- Aug. 23, 1908. New Haven. Car derailed; Mary P. Kennedy, Agnes Demey, T. Morricey, injured slightly.
- Aug. 23, 1908. New Haven. Stepped from moving car, injury slight; Mrs. C. F. Clarke.
- Aug. 23, 1908. Newington. Jumped from moving car, leg broken; Alex. Abramson.
- Aug. 23, 1908. Hartford. Struck by passing car while turning sign, injury fatal; Jas. J. Lynch.
- Aug. 23, 1908. Hartford. Stepped from moving car, scalp wound; Viola Benson.
- Aug. 23, 1908. Hartford. Jumped from moving car, injury slight; Vincenzo Trantino.
- Aug. 24, 1908. New Haven. Mrs. H. S. Perkins stepped from moving car; arm and shoulder bruised.
- Aug. 24, 1908. Foxon. Stepped from moving car, head cut; Patrick Eagan.
- Aug. 24, 1908. New Haven. Jumped from moving car, leg and arm bruised; Mamie O'Donnell.
- Aug. 24, 1908. Hartford. Rail struck head, badly cut; M. McCarthy, employee.
- Aug. 24, 1908. New Britain. Fell from car, face cut; Edward Reilley.
- Aug. 24, 1908. New Britain. Window fell on hand, badly injured; Mr. Blake's child.
- Aug. 24, 1908. Waterbury. Jumped from moving car, leg broken; Annie Boick.
- Aug. 25, 1908. Hamden. Stepped from moving car, injury slight; Walter Britchford.
- Aug. 25, 1908. East Hartford. Stepped from moving car; Jno. T. Carroll, E. J. Talbot.
- Aug. 25, 1908. Bridgeport. Struck by car, knee injured; Andrew Robstock.
- Aug. 25, 1908. Woodbury. Collision of cars, shoulder bruised; W. Williams.

Aug. 26, 1908. New Haven. Collision, team and car, injury slight; driver unknown.

Aug. 26, 1908. Hartford. Jumped from wagon onto car fender, injury slight; Hymen Cohen.

Aug. 27, 1908. New Haven. Stepped from moving car, injured arm; Miss Blake.

Aug. 27, 1908. New Haven. Struck by car, body bruises; Julia Monson.

Aug. 27, 1908. New Haven. Stepped from moving car, injury slight; G. Zissel.

Aug. 27, 1908. Oronoke. Struck by car, injuries fatal; Mary Cornwall.

Aug. 28, 1908. New Haven. Stepped from moving car, head cut; C. L. Davis.

Aug. 28, 1908. New Haven. Jumped from moving car, arms bruised; Anna Ehricht.

Aug. 28, 1908. West Haven. Controller burned out, foot injured; Mrs. Stebbins.

Aug. 28, 1908. New Haven. Boarding moving car, injury slight; Mr. Sisk.

Aug. 28, 1908. New Haven. Stepped from moving car, hands bruised; Anna McNerney.

Aug. 28, 1908. Hartford. Fell from running board, hand crushed; Mr. Hubbert.

Aug. 28, 1908. New Britain. Fell while lifting child from car, ankle injured; Mrs. J. I. Middleton.

Aug. 29, 1908. New Haven. Stepped from moving car, injury slight; J. Palmirio.

Aug. 29, 1908. New Haven. Stepped from moving car, body bruises; Mrs. Malloy.

Aug. 29, 1908. West Haven. Jumped from moving car, body bruises; Mary Jacobs.

Aug. 29, 1908. New Britain. Conductor fell from car and struck man as he fell — John Igo and passenger Frank Lambert; badly injured.

Aug. 29, 1908. Beacon Falls. Stumbled and fell against running board of car, bruised; Florence Finlayson.

Aug. 29, 1908. Grosvenordale. Stepped from moving car, face cut; Mrs. Carlson.

Aug. 30, 1908. New Haven. Collision of cars, slightly injured; A. Gastino.

Aug. 30, 1908. Stony Creek. Fell alighting from car, elbow skinned; Mrs. Bradley.

Aug. 30, 1908. Hartford. Boarding moving car, knee injured; Jerry Bevins.

Aug. 30, 1908. Hartford. Stepped from moving car, injury slight; Laura Grunenthal.

Aug. 30, 1908. Hartford. Stepped from moving car, injury slight; Mrs. Ring.

Aug. 30, 1908. Bridgeport. Thrown from running board by obstruction in street, shaken up and bruised; Wm. Delhanty and Louis O'Neil.

Aug. 30, 1908. New London. Stepped from moving car, hand bruised; Thos. Fitzmaurice.

Aug. 31, 1908. New Haven. Jumped from moving car, injury slight; M. Chase.

Aug. 31, 1908. New Haven. Struck by car, leg bruised; Tony Farndom.

Aug. 31, 1908. New Haven. Jumped from moving car, arm and side bruised; Clara Eveland.

Aug. 31, 1908. Hartford. Catcher snapped in putting trolley on wire, finger cut; Jno. Mulvihill, employee.

Sept. 1, 1908. New Haven. Struck by guard rail, nose bruised; Annie Alpert.

Sept. 1, 1908. Savin Rock. Boarding moving car, injury slight; Mary Kelly.

Sept. 1, 1908. Hartford. Struck by bar, head cut; Michael Angelo, employee.

Sept. 2, 1908. New Haven. Collision, team and car, injury slight; Frank Smith.

Sept. 2, 1908. New Haven. Collision, team and car, shaken up; John Spillman.

Sept. 2, 1908. New Haven. Stepped from moving car, injury slight; Miss Perry.

Sept. 2, 1908. New Haven. Stepped from moving car, injury slight; Mason Maryland.

Sept. 2, 1908. Hartford. Collision, car and bicycle, injury slight; A. Gross.

Sept. 2, 1908. New Britain. Window fell on finger, injury slight; Ina Ingraham.

Sept. 2, 1908. Milford. Jumped from moving car, bruised and shaken up; Mary Howard.

Sept. 3, 1908. New Haven. Stepped from moving car, leg bruised; Mrs. Connell.

Sept. 3, 1908. New Haven. Stepped from moving car, knee bruised; Mrs. Kellery.

Sept. 3, 1908. New Haven. Stepped from moving car, injury slight; Mrs. Frawley.

Sept. 3, 1908. Hockanum. Struck by car, face cut; Chas. Curtis.

Sept. 3, 1908. Milford. Jumped from moving car, injury slight; Mildred Tibbals.

Sept. 3, 1908. Meriden. Stepped from moving car, ear scratched; Mrs. J. J. Quinn.

Sept. 4, 1908. New Haven. Stepped from moving car, arm scraped; Mrs. Sullivan.

Sept. 4, 1908. Hartford. Bicycle ran into car, injury slight; Melville Sharples.

Sept. 4, 1908. East Hartford. Collision of cars; Maud E. Vetter, Allen Sibley, John Hill, Wm. H. Farrell, Teresa Achatz, E. V. Couhig, Mary A. Muldoon, Katherine Muldoon, Jennie A. Anglum, Edna Fletcher, Wm. B. Gammons, Mary V. Boyle, Annie Collins.

- Sept. 4, 1908. New Britain. Fell from car, head and hand injured; Carmine Scalire.
- Sept. 4, 1908. Stratford. Collision, car and team, injury slight; Jas. Roberts.
- Sept. 4, 1908. Stratford. Fell from running board of car, shoulder hurt; Mrs. Wheeler.
- Sept. 5, 1908. New Haven. Fell from moving car, face scratched; J. P. Dibble.
- Sept. 5, 1908. New Haven. Stepped from moving car, leg bruised; John Stepnos.
- Sept. 5, 1908. Hartford. Stepped from moving car, knee injured; Mrs. Starkey.
- Sept. 5, 1908. Hartford. Foot caught in running board, leg wrenched; L. R. Ladd.
- Sept. 5, 1908. Hartford. Struck on chin with lining bar, slight cut; Christie Forong, employee.
- Sept. 6, 1908. New Haven. Stepped from moving car, injury slight; Ida Pinneg.
- Sept. 6, 1908. New London. Alighting from car, leg bruised; Miss Murphy.
- Sept. 7, 1908. West Haven. Collision, car and bicycle, injuries fatal; Eleazor Gilson.
- Sept. 7, 1908. New Haven. Stepped from moving car, injury slight; L. Wetherall.
- Sept. 7, 1908. New Haven. Collision, team and car, injury slight; driver's name unknown.
- Sept. 7, 1908. Hartford. Stepped from moving car, injury slight; unknown woman.
- Sept. 7, 1908. Fairfield. Jumped from moving car, injuries fatal; Emily Birdseye.
- Sept. 7, 1908. Norwich. Jumped from moving car, head bruised; Richard Branfield.
- Sept. 7, 1908. Southington. Jumped from moving car, face scratched; Wm. Flynn.
- Sept. 7, 1908. Southington. Jumped from moving car, shaken up; Miss Kanawoski.
- Sept. 8, 1908. Waterbury. Stepping from car, face cut; Mrs. E. A. Lewis.
- Sept. 8, 1908. New Haven. Struck by curtain rod on passing car, chest injured; Miss Coan.
- Sept. 8, 1908. New Haven. Stepped from moving car, injury slight; R. D. Foster.
- Sept. 9, 1908. New Haven. Stepped from moving car, knee hurt; D. Mack.
- Sept. 9, 1908. West Haven. Struck by curtain rod on passing car, scalp wound; G. Dilla Valle.
- Sept. 9, 1908. Stamford. Collision, car and bicycle, body bruises; Stephen Tomowlowski.

Sept. 10, 1908. Hartford. Collision, car and team, back injured; Mrs. Smith.

Sept. 10, 1908. Bloomfield. Jumped from moving car, injuries fatal; Chas. Boniface.

Sept. 10, 1908. Hartford. Stepped from moving car, injury serious; Mrs. John Falla.

Sept. 10, 1908. Norwich. Struck by car, head bruised; Mrs. Fred Potter.

Sept. 11, 1908. New Haven. Struck by passing team while boarding car, body bruises; Harold W. Yhatden.

Sept. 11, 1908. Montowese. Fell from moving car, injury slight; Mr. Jones.

Sept. 11, 1908. Waterbury. Caught between two cars, killed; A. J. Scott.

Sept. 12, 1908. New Haven. Stepped from moving car, injury slight; C. H. Butricks.

Sept. 12, 1908. New Haven. Stepped from moving car, side bruised; Mrs. Dougherty.

Sept. 12, 1908. Burnside. Boarding moving car, injury slight; Chas. Mulligan.

Sept. 12, 1908. Hartford. Fellow workman let plank slip, scalp wound; Michael Miersen, employee.

Sept. 13, 1908. Rockville. Stepped from moving car, face scratched and leg injured; John Cunningham.

Sept. 13, 1908. Hartford. Ran bicycle into car, shoulder injured; Morris Rimsky.

Sept. 13, 1908. Bridgeport. Jumped from car; Mrs. Eldridge, head cut; Miss Marcus, side bruised.

Sept. 14, 1908. New Haven. Alighting from car, cut over eye; Mrs. Bross.

Sept. 14, 1908. Bridgeport. Collision, car and team, injury slight; J. Niedermeier.

Sept. 14, 1908. Waterbury. Stepped from moving car, head and face cut; Mrs. Kilmer.

Sept. 15, 1908. New Haven. Collision, car and team, injury slight; driver's name unknown.

Sept. 15, 1908. New Haven. Stepped from moving car, injury slight; Mrs. Jacobs.

Sept. 15, 1908. New Haven. Stepped from moving car, leg bruised; Kate Gorman.

Sept. 15, 1908. New Haven. Stepped from moving car, bruised; Mr. Wectell.

Sept. 15, 1908. Hartford. Stepped from moving car, leg badly injured; Mary C. Smith.

Sept. 15, 1908. Hartford. Stepped from moving car, leg and arm bruised; Alex Harbison.

Sept. 16, 1908. New Haven. Stepped from moving car, bruised; Lena Fader.

Sept. 16, 1908. Hartford. Fell from running board, badly injured; Martin Condron, conductor.

Sept. 16, 1908. Hartford. Stepped from moving car, badly shaken up; Philena DeBarthe.

Sept. 16, 1908. Hartford. Rail fell on foot, toes smashed; Rocky Monda, employee.

Sept. 17, 1908. Orange. Collision, team and car, shaken up; J. Cohen.

Sept. 17, 1908. New Britain. Stepped from moving car, face cut; Paul Newleffe.

Sept. 17, 1908. New Britain. Stepped from moving car, face cut; W. J. Stearns.

Sept. 17, 1908. New Britain. Jumped from moving car, injury slight; Jacob Wankle.

Sept. 17, 1908. Berlin. Struck by flying handle from scraper, leg slightly injured; Fred St. Lawrence.

Sept. 18, 1908. New Haven. Struck by car, body bruises; name unknown.

Sept. 18, 1908. Waterbury. Collision of car; Gladys Angravas, Harry Dubois, Geo. Nolan, Mrs. S. Williams, Lewis Hellman, Alfred Robarge. Some others claimed injuries.

Sept. 18, 1908. Waterbury. Collision, car and team; A. A. Benson, finger broken; E. D. Riggs, two ribs broken.

Sept. 18, 1908. Middletown. Alighting from car, shaken up; Mrs. J. Whitely.

Sept. 19, 1908. New Haven. Stepped from moving car, bruised; Mrs. Luckey.

Sept. 19, 1908. Hartford. Collision, car and team; Mr. Waterman, badly bruised; Nat. Clough, injured slightly.

Sept. 19, 1908. Westport. Alighting from car, knee hurt; Isaac Walsh.

Sept. 19, 1908. Hartford. Struck by obstruction in street while riding on running board, leg injured; Chas. Barnes.

Sept. 19, 1908. Middletown. Car derailed; A. C. Tomkins, Lizzie Christian, Edward Clark, Mary E. Jones, Harry G. Slip. Jennie Norton, Olive L. McLean.

Sept. 20, 1908. New Haven. Stepped from moving car, bruised; Henry Limoges.

Sept. 20, 1908. New Haven. Stepped from moving car, face cut; Mr. Shepherd.

Sept. 20, 1908. Hartford. Stepped from moving car, leg injured; Mrs. Kinsella.

Sept. 20, 1908. Hartford. Stepped from moving car, injuries slight; Mr. and Mrs. Steinhardt.

Sept. 20, 1908. Winnipauk. Struck by car, killed; Mr. Hogden.

Sept. 21, 1908. Branford. Stepped from moving car, head bruised; Mrs. G. Parker.

Sept. 21, 1908. New Haven. Stepped from moving car, injury slight; S. M. Flanagan.

Sept. 21, 1908. New Haven. Collision, team and car, shaken up; driver's name unknown.

Sept. 21, 1908. New Britain. Fell from ladder, neck injured; Roselle Hinkley, employee.

Sept. 21, 1908. Milford. Collision of cars; Geo. Schlosser, Harry Torrey and Margaret Torrey, slightly injured.

Sept. 22, 1908. New Haven. Stepped from moving car, bruised; name unknown.

Sept. 22, 1908. Hartford. Struck by hammer, nose injured; Frances Attell, employee.

Sept. 22, 1908. Hartford. Fell from car, head cut; John Mulvihill, conductor.

Sept. 22, 1908. New Britain. Car house. fell into pit, leg injured; Christopher Pahler, employee.

Sept. 22, 1908. Watertown. Jumped from moving car, injury slight; A. Tedesco.

Sept. 23, 1908. New Haven. Stepped from moving car, bruised; J. M. Hubbell.

Sept. 23, 1908. New Haven. Collision, car and auto, injury slight; J. Berkman.

Sept. 23, 1908. New Haven. Boarding moving car, arm and leg bruised; Mrs. Johnson.

Sept. 23, 1908. New Haven. Boarding moving car, bruised; E. A. Lee.

Sept. 23, 1908. Hartford. Jumped from moving car, arm broken, face cut; C. V. Cunningham.

Sept. 24, 1908. New Haven. Collision, team and car, shaken up; W. Baldwin.

Sept. 24, 1908. New Haven. Alighting from car, bruised; Annie Creamer.

Sept. 24, 1908. Hartford. Power station, fell from platform, head cut; John Inman, employee.

Sept. 24, 1908. Hartford. Struck by flying piece of steel from bull point, eye injured; employee 1165.

Sept. 24, 1908. Berlin. Boarding moving car, hands and knees scratched; Dr. W. W. Christian.

Sept. 24, 1908. Stratford. Fell crossing tracks, legs and arms injured; Mrs. E. Phillips.

Sept. 25, 1908. New Haven. Collision, car and bicycle, bruised; Oscar Morry.

Sept. 25, 1908. New Haven. Stepped from moving car, bruised; Jas. Hart.

Sept. 25, 1908. Hartford. Struck by hammer, hand cut; employee 724.

Sept. 26, 1908. New Haven. Stepped from moving car, slightly bruised; Miss Townsend.

Sept. 26, 1908. New Haven. Boarding moving car, bruised; L. Shuman.

Sept. 26, 1908. New Haven. Jumped from moving car, bruised; Albert Olson.

Sept. 26, 1908. New Haven. Collision, team and car, injuries slight; Geo. Simpson, Mr. Bucher.

Sept. 26, 1908. Glastonbury. Stepped from moving car, face cut; Albert Risley.

- Sept. 26, 1908. Newington. Fell from car, hip injured; Mrs. J. W. Dunlay.
- Sept. 26, 1908. Hartford. Struck by car, head cut; Moses Allard.
- Sept. 26, 1908. Hartford. Pushed from dump cart, arm bruised; Richard F. Atkins, employee.
- Sept. 26, 1908. Hartford. Caught between cars, arm bruised; John Peters, employee.
- Sept. 26, 1908. Hartford. Alighting from car, fell into excavation, injury slight; Emma H. Bragg.
- Sept. 26, 1908. Stratford. Stepped from moving car, head cut; Dominico Craitno.
- Sept. 27, 1908. New Haven. Boarding moving car, injury slight; A. E. Sloan.
- Sept. 27, 1908. Augerville. Stepped from moving car, bruised; John Wright.
- Sept. 27, 1908. New Haven. Boarding moving car, bruised; John Kehoe.
- Sept. 27, 1908. New Haven. Boarding moving car, bruised; Rev. W. Ford.
- Sept. 27, 1908. Bridgeport. Stepped from moving car, hip injured; Miss Hartley.
- Sept. 27, 1908. Meriden. Alighting from car, arm injured; Geo. C. Devaul.
- Sept. 27, 1908. Baltic. Struck by car, hip and shoulder bruised; Mrs. Fred Potter.
- Sept. 28, 1908. Hartford. Collision of cars; A. W. Weeks, Walter J. Brooks, G. A. Dunbar, Carl Wold, Fred W. Mack, N. S. Palmer, Julia Palmer, Grace Palmer.
- Sept. 28, 1908. Hartford. Boarding moving car, back injured; Jos. E. Bois.
- Sept. 28, 1908. New Britain. Stepped from moving car, back injured; Mrs. A. M. Clark.
- Sept. 28, 1908. Noroton. Collision, car and team, bruised; Chas. Chase.
- Sept. 28, 1908. Bridgeport. Alighting from car, ankle injured; Patrick Seery.
- Sept. 29, 1908. East Haven. Collision, team and car, bruised; L. Levine.
- Sept. 29, 1908. Hartford. Stepped from moving car, arm and hip injured; Mary Tulley.
- Sept. 29, 1908. Cheshire. Boarding car, leg broken, instep crushed; Angelena Guippier, employee.
- Sept. 30, 1908. New Haven. Fell from car, slightly bruised; J. Brennan.
- Sept. 30, 1908. Hartford. Collision, team and car, leg injured; Chas. W. Sperry.
- Sept. 30, 1908. Wethersfield. Collision of cars; W. D. Main, employee. J. E. Rowe, H. W. Llwellyn, Ralph A. Sloan, Walter Stamford, Jos. Wehrly, A. H. Devine, Jos. Cooper, Lewis Bosworth, M. F. Eagan, W. J. Quimby, E. A. Smith, W. F. Steele, E. McDonough, F. H. Vibert, R. Officer, Jas. Hodgkins, Allen Herriek, W. C. Pomeroy, Jno. Whatmough, T. J. Marcil, Jno. Miner, Patrick Hurley, August Hartl and Patrick Halsey.

- Sept. 30, 1908. Hartford. Collision, bicycle and car, injuries fatal; John Kallar.
- Sept. 30, 1908. Hartford. Struck by car, hand injured; F. D. Prosper, employee.
- Sept. 30, 1908. New Britain. Struck by fender of car, injury slight; Mary Elwell.
- Sept. 30, 1908. Norwich. Fell from car, bruised; Jno. Farrell.
- Oct. 1, 1908. New Haven. Collision, team and car, injury slight; driver's name unknown.
- Oct. 1, 1908. Hartford. Thrown from car in rounding curve; Ward Slawson, face cut; Alex. Tatro, face scratched.
- Oct. 2, 1908. Watertown. Car derailed, wrist sprained; H. Backman.
- Oct. 3, 1908. Hartford, car barn. Wrench slipped, hand cut; Patrick Garvan, employee.
- Oct. 3, 1908. Hartford. jumped from moving car, head out; name unknown.
- Oct. 3, 1908. Southington. Collision of cars; Nellie Casey, Ethel Royal, Mrs. Phelps, Joseph Babeck.
- Oct. 3, 1908. Waterbury, repair shop. Fingers cut; I. W. Morris, employee.
- Oct. 4, 1908. New Haven. Caught heel in platform, bruised; Mrs. S. Case.
- Oct. 4, 1908. West Haven. Jumped from moving car, bruised; Mr. Chapman.
- Oct. 4, 1908. New Haven. Boarding moving car, bruised; Mr. Williams.
- Oct. 4, 1908. Hartford. Turning rail, hand cut; employee 714.
- Oct. 4, 1908. Watertown. Collision of cars; C. E. Dunn, Mrs. Chas. Demarest, Mrs. Geo. Reed, Bolis Salintis, Ed. Burritt, Wm. Bartlett.
- Oct. 5, 1907. New Haven. Struck by car, body bruises; Harold Peterson.
- Oct. 5, 1908. New Haven. Stepped from moving car, bruised; Timothy Sullivan.
- Oct. 5, 1908. Hartford. Struck by lining bar, head injured; John Calaba.
- Oct. 5, 1908. New Britain. Boarding car, eye injured; Mrs. Frank Carlson.
- Oct. 5, 1908. Bridgeport. Collision, car and team; Michael Dunworth, knee and shoulder injured; Mr. McKeon, bruised.
- Oct. 5, 1908. Waterbury. Struck by car, leg injured; Daniel Slattery.
- Oct. 6, 1908. New Haven. Stepped from moving car, head injured; Kittie O'Neal.
- Oct. 7, 1908. South Manchester. Stepped from moving car, injury slight; Mrs. B. Sweeney.
- Oct. 7, 1908. Hartford. Car left switch, hand cut; Mr. Crane.
- Oct. 7, 1908. Hartford. Boarding moving car, arm injured; Edward Bannon.
- Oct. 7, 1908. Sound Beach. Collision of cars, knee and hip bruised, Mrs. Tait; shoulder and hip, Mrs. Butler.
- Oct. 8, 1908. New Haven — Branford. Struck by car, injury slight; Jas. Hutchinson.

- Oct. 8, 1908. South Manchester. Stepped from moving car, face cut; Mr. McCormick.
- Oct. 8, 1908. Hartford. Stepped from moving car, injury slight; J. Holcomb.
- Oct. 8, 1908. East Hartford. Boarding car, shaken up and bruised; Catherine E. Buck.
- Oct. 8, 1908. Middletown. Injured while unloading poles, scalp wound; Henry Kensel.
- Oct. 9, 1908. New Haven. Struck by car, body bruises; George Edwards.
- Oct. 9, 1908. Hartford. Trampled on in panic on car, bruised; Mary Monahan.
- Oct. 9, 1908. Hartford. Fuse blew out on car; Mrs. Limescott's child, Mr. John Wells, Jas. Williams, Fred. Loveland, Edith Burdick, Mrs. J. M. Chapman.
- Oct. 9, 1908. Hartford. Fuse blew out on car, injury slight; Mary E. Gorman.
- Oct. 9, 1908. Stamford. Struck by car, fractured shoulder; Donato Gonallo.
- Oct. 10, 1908. New Haven. Collision, team and car, injury slight; name unknown.
- Oct. 10, 1908. East Hartford. Struck by car, injury slight; Samuel Patterson.
- Oct. 10, 1908. Bridgeport. Collision of cars, injury slight; Mrs. Silvey and Margaret Hanlon.
- Oct. 10, 1908. Killingly. Struck by car, body bruises; Edwin A. Bowen.
- Oct. 11, 1908. New Haven. Stepped from moving car, bruised; John Crawley.
- Oct. 11, 1908. Waterbury. Stepped from moving car, head cut; Mrs. Logan.
- Oct. 12, 1908. New Haven. Struck head against car as about to sit down, injury slight; Miss Sheldon.
- Oct. 12, 1908. New Haven. Boarding moving car, mouth cut; John Janette.
- Oct. 12, 1908. Stepped from moving car, bruised; Mrs. Gompertz, New Haven.
- Oct. 12, 1908. Hartford. Rail fell on foot, toe crushed; Stanley Markus, employee.
- Oct. 13, 1908. Fair Haven. Collision, bicycle and car, arm bruised; H. W. Housman.
- Oct. 13, 1908. Waterbury. Collision, team and car, bruised and shaken up; Michael Fleming.
- Oct. 13, 1908. Norwich. Collision of cars, arm injured; M. Sullivan.
- Oct. 14, 1908. Allingtown. Struck by car, ribs fractured; Mrs. Shine.
- Oct. 14, 1908. New Haven. Struck by car, fractured skull; name unknown.
- Oct. 15, 1908. Berlin. Stepped out of way of car in front of auto, ankle broken; Frank Wright.

- Oct. 16, 1908. Hartford. Caught between cars, badly injured; Chas. H. Wright.
- Oct. 16, 1908. Hartford, car barn. Fell into pit, face cut; Abraham Cohen.
- Oct. 16, 1908. Waterbury. Fell from car, head cut; L. Stephens.
- Oct. 17, 1908. New Haven. Boarding moving car, bruised; Lila Johnson.
- Oct. 17, 1908. Mt. Carmel. Stepped from moving car, bruised; Fraper Straine.
- Oct. 17, 1908. Hartford. Fell from car, shaken up; Robert Gilligan.
- Oct. 17, 1908. Plainville. Jumped from moving car, face bruised; unknown boy.
- Oct. 17, 1908. Hartford. Boarding moving car, injury slight; Jos. Pendor.
- Oct. 18, 1908. New Haven. Alighting from car, injury slight; Mrs. Hughes.
- Oct. 18, 1908. New Haven. Stepped from moving car, bruised; name unknown.
- Oct. 18, 1908. New Haven. Standing on running board, struck by pole, scalp wound; Barney Seisegel.
- Oct. 18, 1908. New Haven. Stepped from moving car, bruised; J. R. Thompson.
- Oct. 18, 1908. Middletown. Struck by falling timber, foot bruised; Edgar Palmer, employee.
- Oct. 18, 1908. Meriden. Alighting from car, shaken up; Isabella Hill.
- Oct. 18, 1908. Wilsonville. Struck by car, killed; Calixte St. Germain.
- Oct. 19, 1908. East Haven. Jumped from moving car, head cut; Richard Ryan.
- Oct. 19, 1908. New Haven. Jumped from moving car, bruised; Richard Davidson.
- Oct. 19, 1908. Boarding moving car, bruised; Mr. Childs, New Haven.
- Oct. 19, 1908. Hartford. Struck by car, injury slight; Royal A. Leavitt.
- Oct. 19, 1908. Waterbury. Stepped from moving car, hip bruised; Bridget Steinaki.
- Oct. 20, 1908. New Haven. Stepped from moving car, bruised; Mr. Hickey.
- Oct. 20, 1908. South Manchester. Door fell on employee's leg, broken; Thos. R. Smith.
- Oct. 20, 1908. Windsor. Foot caught between rail, injury slight; Angelo Maltiba, employee.
- Oct. 21, 1908. New Haven. Collision, team and car, back injured; John Cross.
- Oct. 21, 1908. Dayville. Struck by car, killed; A. B. Shipee.
- Oct. 22, 1908. Southington. Jumped from moving car, lip cut; Leopold Racker.
- Oct. 22, 1908. Stamford. Struck by pole, head cut; Giovanni DeRossi, employee.
- Oct. 23, 1908. New Haven. Collision, team and car, shaken up; Jeremiah Sullivan.

- Oct. 23, 1908. Manchester. Jumped from moving car, leg crushed; Wm. Armstrong.
- Oct. 23, 1908. Glastonbury. Stepped from moving car, head injured; Mr. York.
- Oct. 23, 1908. New Britain. Fingers pinched in door, injury slight; name unknown.
- Oct. 24, 1908. New Haven. Collision, team and car, fractured arm and hip bruised; name unknown.
- Oct. 24, 1908. East Haven. Collision of cars, slightly injured; N. Y. Tuttle and R. D. Jamey.
- Oct. 24, 1908. New Haven. Boarding moving car, bruised; Mr. Gleuchman.
- Oct. 24, 1908. Hartford. Stepped from moving car, head injured; Mr. M. Hallisey.
- Oct. 24, 1908. Windsor. Fell from car, shaken up; Mr. Kelly.
- Oct. 24, 1908. Hartford. Boarding moving car, head cut; Mr. Tracy.
- Oct. 24, 1908. Norwich. Struck by car, killed; Chas. Murphy.
- Oct. 25, 1908. Allingtown. Jumped from moving car, face scratched; Mr. Weidman.
- Oct. 25, 1908. Centerville. Stepped from moving car, bruised; Geo. Miller.
- Oct. 27, 1908. New Haven. Jumped from moving car, bruised; P. Cline.
- Oct. 27, 1908. Hartford. Boarding moving car, head injured; L. H. Buckland.
- Oct. 28, 1908. Woodmont. Struck by car, head bruised; Olaf Madson.
- Oct. 28, 1908. New Haven. Collision, team and car, injury slight; driver unknown.
- Oct. 28, 1908. Hartford. Controller blew out, hand burned; Collins H. Case.
- Oct. 28, 1908. Watertown. Car derailed, side injured; Catherine Ryan.
- Oct. 29, 1908. New Haven. Collision, team and car, injury slight; W. R. Scranton.
- Oct. 30, 1908. Stamford. Struck by car, fractured shoulder; Martin Burke.
- Oct. 31, 1908. Hartford. Stepped from moving car, head injured; name unknown.
- Oct. 31, 1908. Stratford. Unloading rails, foot hurt; Otto Baum, employee.
- Oct. 31, 1908. Bridgeport. Boarding moving car, arm injured; Steve Smith.
- Oct. 31, 1908. Ansonia. Conductor assaulted by unknown party; E. F. Kennagh.
- Nov. 1, 1908. New Haven. Boarding moving car, bruised; Chas. Hedduck.
- Nov. 1, 1908. Waterbury. Stepped from moving car, injury slight; Wm. Gotsell.
- Nov. 2, 1908. New Haven. Boarding moving car, bruised; Mrs. Eisenbart.

- Nov. 2, 1908. New Haven. Boarding moving car, bruised; J. D. Malcom.
- Nov. 2, 1908. New Britain. Stepped from moving car, injury slight; Miss Mary Oleson.
- Nov. 3, 1908. Pine Orchard. Stepped from moving car, arms and body bruised; Chas. L. Kelson.
- Nov. 3, 1908. Waterbury. Collision of car, ankle injured; S. C. Harvey.
- Nov. 3, 1908. Woodbury. Run over by car, injuries fatal; Eldridge Scott, employee.
- Nov. 3, 1908. Waterbury. Stepped from moving car, bruised arms and body; Theresa Ladd.
- Nov. 4, 1908. Hartford. Stone in work car dumped on man under it, arm injured; Jos. W. Jones, employee.
- Nov. 4, 1908. New Britain. Bar fell on foot, injury slight; Richard Shuttle, employee.
- Nov. 4, 1908. New Britain. Stepped from moving car, knee bruised; Mrs. John Ashworth.
- Nov. 5, 1908. New Britain. Fell into pit, internal injuries; David Marcoux, employee.
- Nov. 6, 1908. Manchester. Fell from team and car passed over arm, crushed; Mr. Robinson.
- Nov. 6, 1908. Westport. Collision, car and team, foot injured; Mrs. Arthur Soley.
- Nov. 7, 1908. New Haven. Stepped from moving car, bruised and shaken up; Mrs. E. D. Fite.
- Nov. 7, 1908. New Haven. Stepped from moving car, head cut; J. Tate.
- Nov. 7, 1908. New Haven. Boarding moving car, injury slight; Mrs. M. Rogers.
- Nov. 7, 1908. Hartford. Stepped from moving car, shaken up; Mrs. M. E. Cowles.
- Nov. 7, 1908. Hartford. Stepped from moving car, injury slight; unknown man.
- Nov. 7, 1908. Hartford. Fell from ladder, injury slight; Wm. Allen, employee.
- Nov. 9, 1908. New Haven. Stumbled entering car, head cut; Roll Tuttle.
- Nov. 9, 1908. Hartford. Handle of tower wagon slipped, head cut; Chas. Smith, employee.
- Nov. 9, 1908. Derby. Stepped from moving car, head injured; Giuseppe Juarloni.
- Nov. 10, 1908. New Haven. Boarding moving car, leg bruised; Carmine Mezzacine.
- Nov. 10, 1908. New Britain. Struck by pick in hand of fellow workman, injury slight; Jas. Baskinsky, employee.
- Nov. 11, 1908. Hartford. Boarding moving car, face bruised; Wm. Dalton.

Nov. 11, 1908. Thamesville. Horse frightened by car; Morris Rosenberg, bruised; Lena Israelson, shaken up.

Nov. 11, 1908. Norwich. Collision, car and team, ribs fractured; Dr. P. Cassidy.

Nov. 12, 1908. Mt. Carmel. Jumped from moving car, body bruised; J. E. Hurley.

Nov. 12, 1908. New Haven. Boarding moving car, bruised; Carl Hoch.

Nov. 13, 1908. Hartford. Boarding car, shoulder bruised; Mrs. Brooks.

Nov. 14, 1908. West Haven. Jumped from moving car, bruised; W. E. Sherman.

Nov. 14, 1908. New Haven. Boarding moving car, bruised; Marion Still.

Nov. 14, 1908. New Haven. Collision, car and cab, shaken up; driver's and occupant's names unknown.

Nov. 14, 1908. Hartford. Stepped from moving car, injury slight; Mrs. W. Caulkins.

Nov. 14, 1908. Derby. Collision, car and team, shaken up; John Downes, Elsie Bibbins.

Nov. 15, 1908. Hartford. Finger caught in trolley rope, broken; Frank Cobb, employee.

Nov. 16, 1908. New Haven. Struck by car, leg bruised; Mr. Meaney.

Nov. 17, 1908. East Hartford. Struck in eye by slack trolley rope, injury slight; employee 1287.

Nov. 17, 1908. Hartford. Stepped from moving car, face bruised; Tony Hazel.

Nov. 17, 1908. Hartford. Alighting from car, injury slight; Martha Goodenough.

Nov. 18, 1908. New Haven. Collision, team and car, injuries fatal; Mr. Dickinson.

Nov. 18, 1908. Middletown. Struck by bridge timber, foot injured; Edgar Palmer, employee.

Nov. 19, 1908. Hartford. Stepped from moving car, injury slight; Mr. Perdom.

Nov. 19, 1908. Hartford. Jumped from moving car, shaken up; Henry Spitz.

Nov. 19, 1908. Meriden. Alighting from moving car, chin scraped; Gottlieb Soneberg.

Nov. 20, 1908. New Haven. Fell against car seat, body bruised; Mrs. Van Dermanler.

Nov. 20, 1908. Derby. Collision, car and team, injuries fatal; Daniel Mallahan.

Nov. 21, 1908. West Hartford. Alighting from car, ankle injured; Mrs. Clark.

Nov. 22, 1908. New Haven. Stepped from moving car, bruised; B. A. Chamberlain.

Nov. 23, 1908. New Haven. Boarding moving car, head cut; Mrs. McAvoy.

Nov. 23, 1908. Hartford. Working on controller, made misconnection with screwdriver, face burned; Richard Irvine.

Nov. 24, 1908. New Haven. Fell from car, bruised; Jno. O'Neil.

Nov. 24, 1908. Waterbury. Collision of cars; Margaret McKeon, W. Costello, Julia Finnegan, Ray Schwartz, Josephine Reidy, John Lawson, John Griffin, Hannah Murphy, Jas. Tierney, Margaret Dwyer and Margaret Daly. Some others claimed injuries.

Nov. 24, 1908. Hartford. Caught clothing on platform, fell, knee injured; Ada Dandurand.

Nov. 26, 1908. Hartford. Conductor assaulted by passenger, injury slight; Mr. Lee.

Nov. 28, 1908. New Haven. Slipped alighting from car, bruised; Miss Kintzler.

Nov. 28, 1908. Middletown. Alighting from moving car, bruised; Elvira A. Palmer.

Nov. 30, 1908. New Haven. Jumped from moving car, arm bruised; Harry Karnick.

Nov. 30, 1908. New Haven. Stepped from moving car, bruised; J. J. Osborne.

Nov. 30, 1908. Seymour. Struck by car, injuries fatal; Dimetro Zuraw.

Dec. 1, 1908. New Haven. Jumped from moving car, bruised; Mr. Holzman.

Dec. 2, 1908. New Haven. Fell to floor when car started, injury slight; Mrs. Candy.

Dec. 2, 1908. New Haven. Struck by car, injury slight; name unknown.

Dec. 2, 1908. New Haven. Stepped from moving car, bruised; unknown woman.

Dec. 2, 1908. New Haven. Boarding moving car, bruised; Mr. Brets.

Dec. 2, 1908. Hartford. Fell into pit, leg bruised; C. Peterson, employee.

Dec. 2, 1908. Newington. Ejected from car, fell, injury slight; Peter P. McKenna.

Dec. 2, 1908. Greens Farms. Collision, car and automobile, shaken up; Wm. E. Foster, Mildred Foster, Natalie McFarlane and Wm. Casserly.

Dec. 3, 1908. New Haven. Stepped from moving car, bruised; Mr. McCarthy.

Dec. 3, 1908. Hartford. Connecting wires, hand burned; Lin Conger, employee.

Dec. 4, 1908. New Haven. Collision, car and horse, shaken up; driver's name unknown.

Dec. 4, 1908. Waterbury. Jumped from moving car, injury slight; Minzie Martone.

Dec. 5, 1908. New Haven. Jumped from moving car, shaken up; Bernard Shea.

Dec. 5, 1908. South Windham. Man lying on track, struck by car, injuries fatal; Patrick Moriarty.

Dec. 7, 1908. New Haven. Boarding car, bruised; Geo. Platt.

Dec. 9, 1908. New Haven. Stepped from moving car, bruised; Miss H. E. Cooper.

- Dec. 9, 1908. Hartford. Struck by car, head cut; Richard Manion.
- Dec. 9, 1908. Hartford. Struck by car, head cut, hip injured; Daniel Leary.
- Dec. 9, 1908. Hartford. Jumped from moving car, head injured; Geo. Martin.
- Dec. 9, 1908. New Britain. Struck by car, injury slight; Walter Volin.
- Dec. 10, 1908. New Haven. Stepped from moving car, bruised; Miss Cafertoni.
- Dec. 12, 1908. New Haven. Boarding moving car, head bruised; J. F. Quinn.
- Dec. 12, 1908. New Haven. Struck by car, scalp wound, leg bruised; W. Hatfield.
- Dec. 12, 1908. New Haven. Slipped getting off car, leg bruised; Mrs. Wilson.
- Dec. 12, 1908. New Haven. Jumped from moving car, hand cut; G. Brown.
- Dec. 12, 1908. Meriden. Horse frightened by car, injury to driver slight; Rudolph Boehle.
- Dec. 16, 1908. New Haven. Fell to floor of car, knee bruised; unknown woman.
- Dec. 16, 1908. Stamford. Collision, car and team, sprained ankle; F. H. Williams.
- Dec. 17, 1908. Hartford. Slipped on pavement alighting from car, knee injured; Jas. Stewart.
- Dec. 17, 1908. Derby. Collision, car and team, injury slight; Wm. Wilhelmy.
- Dec. 19, 1908. Milford. Struck by car, arm bruised; Frank Coughlin.
- Dec. 19, 1908. New Haven. Struck by car, injuries fatal; Emmet Flynn.
- Dec. 19, 1908. Bridgeport. Fell from moving car, injury slight; Geo. Squires.
- Dec. 20, 1908. New Haven. Boarding moving car, arm and shoulder bruised; J. Clifford.
- Dec. 21, 1908. Bridgeport. Collision, car and team, shaken up; H. Ross and Mr. Baldwin.
- Dec. 22, 1908. New Haven. Stepped from moving car, hand bruised; Mr. Wartman.
- Dec. 23, 1908. New Haven. Collision, car and team, scalp wound; W. Eich.
- Dec. 23, 1908. Hartford. Fell into pit, wrist sprained; C. R. Rivard. employee.
- Dec. 23, 1908. New Britain. Struck by car, leg bruised; A. Connor.
- Dec. 24, 1908. East Hartford. Collision, car and team shaken up and bruised; Fred St. Lawrence.
- Dec. 24, 1908. Darien. Child on sled slid under car, arm injured; Wilson Allen.
- Dec. 25, 1908. New Haven. Knocked off car by intoxicated fellow passenger, bruised; Geo. Cooke.

- Dec. 26, 1908. Norwich. Collision, car and team, shaken up; R. E. Pickett, J. J. Flynn, J. J. Conway, D. P. Carey, D. P. Maloney, Jas. Jack and driver named Kera.
- Dec. 28, 1908. Tafta. Struck by car, head bruised; J. Peringes.
- Dec. 29, 1908. New Haven. Stepped from moving car, hands scratched; Edw. Bristol.
- Dec. 29, 1908. Pine Orchard. Struck by car, face cut; unknown man.
- Dec. 30, 1908. Hartford. Stepped from moving car, knee injured; E. J. Wagner.
- Dec. 30, 1908. Watertown. Collision of cars; Adèle Massocot, Elizabeth Gordon.
- Dec. 30, 1908. Bridgeport. Collision, car and team, leg injured; Peter McCoy.
- Dec. 31, 1908. New Haven. Boarding moving car, leg bruised; Arthur Mickells.
- Dec. 31, 1908. New Haven. Thrown when car started, body bruises; Mrs. Lewis.
- Dec. 31, 1908. New Haven. Boarding moving car, bruised; H. C. Higgins.
- Dec. 31, 1908. Waterville. Car derailed, side hurt; Nellie Coffey.
- Dec. 31, 1908. New Britain. Fell as car started, knee bruised, ankle sprained; Katherine S. Wilbor.
- Dec. 31, 1908. New Britain. Struck by car, head cut and bruised; David Templeman.
- Jan. 1, 1909. New Haven. Struck by car, head cut and bruised about body; Jeremiah Dunn.
- Jan. 1, 1909. New Britain. Stepped from moving car, face bruised; Anthony Moore.
- Jan. 2, 1909. New Haven. Stepped from moving car, bruised; Mrs. Brosherselm.
- Jan. 2, 1909. Hartford. Controller blew up, face burned; Jas. Lavery, employee.
- Jan. 2, 1909. New Britain. Slipped alighting from car, knee injured; Mrs. Buckenridge.
- Jan. 3, 1909. New Haven. Boarding moving car, body and hands bruised; C. L. Coe.
- Jan. 3, 1909. Southington. Hit by end of car going around curve, shaken up; Mrs. C. A. Bradley.
- Jan. 4, 1909. Hartford. Electrician making connection, hand burned; Geo. Ashmore, employee.
- Jan. 4, 1909. Hartford. Collision, car and team, shaken up and bruised; Alex. Bran.
- Jan. 4, 1909. Hartford. Car struck team, face cut; Thos. Kelleher.
- Jan. 4, 1909. Manchester. Struck by car, killed; Wm. Hill.
- Jan. 5, 1909. Glastonbury. Boarding moving car, leg injured; Sylvester J. Hynes.
- Jan. 6, 1909. New Haven. Boarding moving car, cut over eye; E. J. McGuire.
- Jan. 6, 1909. Hartford. Struck by car, leg injured; unknown girl.

- Jan. 12, 1909. East Hartford. Fell from car, head cut; Steve Daley.
- Jan. 12, 1909. Cheshire. Boarding car, side and arm bruised; Ruth Wilcox.
- Jan. 13, 1909. Derby. Collision, car and team, back injured; P. McCarthy.
- Jan. 13, 1909. Middletown. Car derailed, shaken up; Mrs. C. Otis.
- Jan. 15, 1909. East Hartford. Boarding moving car, head cut; Warner Rice.
- Jan. 16, 1909. New Haven. Boarding moving car, knee hurt; Mr. Dickerman.
- Jan. 16, 1909. East Hartford. Slipped after alighting from car, hip injured; unknown woman.
- Jan. 16, 1909. Waterbury. Collision of cars; Jno. Kelley, F. E. Peck, Stephen Crane, Reuben Holmes, Edward Keefe, Peter Carroll, employee, F. Adams, employee, Mr. Lachance, employee. Some others claimed injuries.
- Jan. 19, 1909. New Haven. Fell as car started, back bruised; Bridget Birmingham.
- Jan. 20, 1909. East Hartford. Alighting from car, injury slight; Mrs. H. E. Turner.
- Jan. 22, 1909. Plantsville. Fell after alighting from car, shaken up; Mrs. Clayton Wolcott.
- Jan. 23, 1909. New Haven. Collision, team and car, arm bruised; Richard Howley.
- Jan. 23, 1909. Windsor. Lying on track, struck by car, side injured; name unknown.
- Jan. 23, 1909. West Hartford. Struck by fellow passenger, face bruised; G. B. Gleason.
- Jan. 25, 1909. Bridgeport. Wagon struck switch, driver thrown, head injured; Wm. Stillman.
- Jan. 25, 1909. East Hartford. Collision, car and team, injury slight; W. E. Loveland.
- Jan. 25, 1909. Waterbury. Stepped from moving car, ankle sprained; Catherine Voas.
- Jan. 26, 1909. New Haven. Jumped from moving car, bruised; Dr. Print.
- Jan. 26, 1909. Middletown. Stumbled trying to avoid being hit by car; A. E. Coe.
- Jan. 27, 1909. New Britain. Thrown against seat when car started, face bruised; Eliza Flynn.
- Jan. 28, 1909. West Haven. Hood switch burned out, hand burned; W. H. Eagan.
- Jan. 28, 1909. New Haven. Stepped from moving car, bruised; John Edwards.
- Jan. 29, 1909. New Haven. Ran into side of car, cut over eye; Mr. McNamara.
- Jan. 29, 1909. Hartford. Struck by team when about to board car, injury slight; Mr. Mendles.
- Jan. 30, 1909. New Haven. Struck by car, body bruises; Mary Keating.

Jan. 30, 1909. Elmwood. Slipped while alighting from car; knee wrenched; Mrs. Donovan.

Jan. 30, 1909. Hartford. Slipped and fell from car platform, injury slight; B. W. Pepper.

Jan. 30, 1909. New Britain. Slipped on step of car, injury slight; Mrs. Robertson.

Jan. 30, 1909. Middletown. Collision, team and car, injury slight; Wm. Tubbs, Jr.

Jan. 31, 1909. Bridgeport. Collision of cars, injury slight; Chas. Prout.

Jan. 31, 1909. Hartford. Stepped from moving car, injury slight; J. L. Dower.

Feb. 2, 1909. New Haven. Stepped from moving car, head cut; J. W. Kinney.

Feb. 3, 1909. Hartford. Alighting from car, leg bruised; E. E. Marvin.

Feb. 4, 1909. New Haven. Stepped from moving car, head cut; H. Morse.

Feb. 7, 1909. Hartford. Collision, car and hack, ribs broken; Mr. Hollister.

Feb. 8, 1909. New Haven. Boarding moving car, arm scratched; Mrs. Smallman.

Feb. 9, 1909. Hartford. Argument with conductor, face bruised; P. Fitzgerald.

Feb. 9, 1909. Southington. Horse frightened by car, scratched and slightly bruised; Mr. Messenger and boy.

Feb. 10, 1909. Hartford. Stepped from moving car, hand injured; name unknown.

Feb. 11, 1909. New Haven. Collision, team and car, leg broken; G. T. McGrath.

Feb. 11, 1909. Hartford. Stepped from moving car, head cut; Mrs. Osborne.

Feb. 11, 1909. Burnside. Unloading rail, leg caught, bruised; A. Pondi, employee.

Feb. 11, 1909. Griswoldville. Jumped from moving car, face and head cut; J. Welch.

Feb. 12, 1909. New Haven. Fell after leaving car, arm bruised; Mrs. Keller.

Feb. 12, 1909. Hartford. Stepped from moving car, collar bone broken; Lillian Squires.

Feb. 12, 1909. Hartford. Collision, car and team, head injured; Geo. Jackson.

Feb. 12, 1909. Jewett City. Collision, car and team, collar bone broken; Horace Myott.

Feb. 13, 1909. New Haven. Boarding car, slipped; leg scratched; Mrs. C. F. Murphy.

Feb. 13, 1909. New Haven. Stepped from moving car, bruised; Wm. Dwoling.

Feb. 13, 1909. South Manchester. Struck by car, face cut; Forman Franchin.

Feb. 14, 1909. New Haven. Alighting from car, bruised; S. H. Stark-weather.

Feb. 14, 1909. New Britain. Fell after alighting from car, face bruised; A. E. Haines.

Feb. 15, 1909. Berlin. Horse collided with live wire, slightly burned; Thos. F. Cashman and Robt. Tracey.

Feb. 16, 1909. New London. Collision, car and team, cut about head and body; Chas. Dow.

Feb. 17, 1909. New Haven. Struck by car, injuries fatal; Mary Cost.

Feb. 17, 1909. Waterville line. Jumped from moving car, arm broken; Peter Rice.

Feb. 18, 1909. East Haven. Collision of cars; Jas. Callahan, Mr. Agnew, Wm. Grace, May Callahan, Ellen Farnham, Herbert Mickleson, Albert Lockwood, Emerson Barker, Frank Collins, Harry Broadhurst, Jos. Daly, Guy Barker, Raymond Steiler, Hugh McStravich, Annie S. Reynolds, Wm. B. Ross, Joseph Morris, Millard Farnham, Florence O'Neil, John Hegelheimer, Morris Van Sands, Geo. Terhune, Chas. O'Neil, Daniel McCarthy, Wm. D. Agnew, Geo. A. Agnew, Wm. Matthews, Tim. Sullivan, Adolph Yawing, Jno. P. Callahan, Jas. Daly, Mich. Brada.

Feb. 18, 1909. New London. Jumped from moving car, injury slight; E. L. Root.

Feb. 19, 1909. Hartford. Claims to have been struck by car, head cut; A. E. Brown.

Feb. 19, 1909. Southington. Struck by car, head cut; Walter Welch.

Feb. 20, 1909. New Haven. Stepped from moving car, leg bruised; W. Brust.

Feb. 20, 1909. Hilliardville. Unloading ties, wrist sprained; Martin Burbank, employee.

Feb. 22, 1909. Hartford. Alighting from car, foot sprained; Mrs. Coop.

Feb. 22, 1909. Hartford. Alighting from car, stepped into excavation, ankle wrenched; Mrs. Schriber.

Feb. 23, 1909. West Haven. Boarding car, slipped, ankle skinned; Mrs. Butler.

Feb. 23, 1909. Norwich. Struck by car, injuries fatal; Fred W. Kruck.

Feb. 24, 1909. Bridgeport. Struck by car, wrist and ear injured; Harold Loomis.

Feb. 24, 1909. New London. Jumped from moving car, ankle dislocated; Marion R. Rawls.

Feb. 25, 1909. Bridgeport. Boarding moving car, head cut; name unknown.

Feb. 26, 1909. Indian River. Claimed to have hurt leg; name unknown.

Feb. 26, 1909. South Manchester. Alighting from car, injury slight; Paul Raiss.

Feb. 27, 1909. New Haven. Stepped from moving car, ankle injured; Lucy Lamlich.

Feb. 27, 1909. New Haven. Stepped from moving car, bruised; Edgar Stiles.

Feb. 28, 1909. New Haven. Boarding moving car, wrist sprained; Mr. Langdale.

- Feb. 28, 1909. Hartford. Stepped from moving car, injury slight; Mrs. W. A. Russell.
- Feb. 28, 1909. Hartford. Collision of cars; Dr. H. Tyler, W. I. Carpenter, W. J. Byrnes.
- Feb. 28, 1909. Bridgeport. Horse frightened at car, injury slight; driver's name unknown.
- Feb. 28, 1909. Meriden. Ran into side of car, head bruised; Henry Sattler.
- Feb. 28, 1909. Baltic. Struck by car, bruised; Mr. Gilot's child.
- Mar. 1, 1909. New Haven. Boarding moving car, elbows bruised; Andrew Ushinger.
- Mar. 3, 1909. New Haven. Boarding moving car, ankle scraped; Mrs. Drugman.
- Mar. 4, 1909. New Haven. Horse frightened by snow plow; Chas. Cogger, driver, injury slight.
- Mar. 4, 1909. New Haven. Struck by car, injury slight; Mr. Roach.
- Mar. 5, 1909. Hartford. Alighting from car, slipped; leg injured; Elizabeth Towne.
- Mar. 5, 1909. Hartford. Slipped and fell while alighting from car and run over by passing team, legs bruised; Mrs. F. J. Archibald.
- Mar. 5, 1909. Stratford. Car derailed, injury slight; Mary McGowan, Mr. Angus and Mr. Lewis.
- Mar. 6, 1909. Chestnut Ridge. Collision, team and car, shaken up; two unknown men.
- Mar. 6, 1909. Norwalk. Collision, team and car, back injured; Mr. Noonan.
- Mar. 7, 1909. New Haven. Boarding moving car, injury slight; E. Baribault.
- Mar. 7, 1909. Hartford. Boarding moving car, knee injured; Thorwold Jensen.
- Mar. 8, 1909. New Haven. Stepped from moving car, shaken up; T. Rogers.
- Mar. 8, 1909. Hartford. Collision of car; Sylvia A. Cramer, Dr. Steiner, shaken up.
- Mar. 8, 1909. New Britain. Collision, car and team, injury slight; A. Gorbach.
- Mar. 9, 1909. West Haven. Struck by car, arm bruised; Jas. Gillis.
- Mar. 9, 1909. Taftville. Jumped from moving car, bruised; Emile Pheneuf.
- Mar. 11, 1909. New Haven. Fell to floor of car, bruised; Mrs. Frank.
- Mar. 11, 1909. New Haven. Boarding moving car, injury slight; Mrs. Brant.
- Mar. 11, 1909. Hartford. Assisting in getting car on track, leg caught in rope, badly bruised; Jno. Shannon, employee.
- Mar. 11, 1909. Hartford. Taking trolley base off, wrist broken; O. P. McCusker, employee.
- Mar. 12, 1909. Hartford. Boarding moving car, head cut; T. J. Ahearn.
- Mar. 13, 1909. New Haven. Jumped from moving car, hands scraped; Mrs. Munson.

Mar. 13, 1909. New Haven. Collision, car and team, shaken up and bruised; driver's name unknown.

Mar. 13, 1909. Portland. Alighted from moving car, shaken up and bruised; Mrs. Jno. Ahlberg.

Mar. 14, 1909. Hartford. Stepped from moving car, head cut; Levi Leonard.

Mar. 14, 1909. New London. Jumped from moving car, head bruised; G. W. Steward.

Mar. 15, 1909. New Haven. Jumped from car, elbows bruised; John Smith.

Mar. 15, 1909. New Britain. Struck by car, foot crushed; Agnes Johnson.

Mar. 15, 1909. Bridgeport. Boarding moving car, head cut; Frank Mastroni.

Mar. 16, 1909. Meriden. Stepped from moving car, head cut; Ruth Athorne.

Mar. 16, 1909. Norwich. Boarding car, knee hurt; Mrs. R. Marshall.

Mar. 17, 1909. New Haven. Fell, boarding car, face scraped; unknown man.

Mar. 17, 1909. New Haven. Child fell in aisle of car, injury slight; W. Smith.

Mar. 17, 1909. New Haven. Boarding moving car, hand scraped; unknown man.

Mar. 17, 1909. Hartford. Bicyclist slipped on pavement, shaken up and bruised; Frank A. Coburn.

Mar. 19, 1909. New Haven. Boarding moving car, bruised; J. Snyder.

Mar. 19, 1909. Hartford. Stepped from moving car, head cut; Frank Mason.

Mar. 19, 1909. Hartford. Alighting from car, slipped; Charlotte Kutchen.

Mar. 19, 1909. Stamford. Jumped from moving car, body bruises; Geo. Doswell.

Mar. 21, 1909. Bridgeport. Collision, car and team, injury slight; driver's name unknown.

Mar. 23, 1909. Bridgeport. Boarding car, shaken up and bruised; Mrs. W. H. Warn.

Mar. 24, 1909. New Haven. Ran into side of car, hands cut; Frank Cavallo.

Mar. 24, 1909. Bridgeport. Caught between two cars, hip bruised; Henry Seitsinger.

Mar. 24, 1909. Bridgeport. Collision, car and team, shaken up and bruised; Chas. Morris.

Mar. 25, 1909. New Haven. Drove team into side of car, shaken up and bruised about body; Mr. Toohill.

Mar. 25, 1909. New Haven. Struck by car, body bruises; Chas. Wilson.

Mar. 25, 1909. New Haven. Boarding moving car, shaken up; L. Maurice.

Mar. 27, 1909. New Haven. Collision, team and car, bruised; J. Lewis.

Mar. 27, 1909. New Haven. Collision, bicycle and car, shaken up and bruised; B. Lyons.

Mar. 27, 1909. Hartford. Boarding moving car, wrist injured; Chas. Kameron.

Mar. 28, 1909. Hartford. Collision, car and carriage, injury slight; Lee Rand and Miss Quinn.

Mar. 29, 1909. Wallingford. Collision, team and car, bruised; J. T. Campbell.

Mar. 29, 1909. Hartford. Struck by stone thrown through car window by unknown person, head cut; A. J. Wadsworth.

Mar. 30, 1909. New Haven. Fell from car, bruised about body; Mrs. Cameron.

Mar. 30, 1909. Bridgeport. Collision, car and team, fractured skull; Michael Ross.

Mar. 31, 1909. New Haven. Struck by car, leg bruised; Miss Hickey.

Mar. 31, 1909. New Haven. Collision, car and hack, bruised about body; driver's name unknown.

Mar. 31, 1909. Hartford. Stumbled and fell boarding car, injury slight; Mrs. Stabart.

Mar. 31, 1909. Meriden. Horse frightened by car, bruised; driver's name unknown.

April 1, 1909. Hartford. Steps tipped over, injury slight; Steve Yuhas, employee.

April 2, 1909. Hartford. Jumped from moving car, head injured; Herman Hertzsch.

April 3, 1909. Hartford. Stepped from moving car, injury slight; Edna Ramsdell.

April 4, 1909. Middlefield. Horse frightened by car; face cut, Mr. Crowell; hip injured, Mrs. Crowell.

April 5, 1909. New Haven. Fell from car, hands scraped; J. Goldrick.

April 5, 1909. New Haven. Stepped from moving car, slightly bruised; Julia Sullivan.

April 5, 1909. New Haven. Running for car, fell, bruised; Lon Merwin.

April 5, 1909. Hartford. Struck by car bruised; Thos. Mitchell.

April 6, 1909. New Haven. Stepped from moving car, arms bruised; John Haggerty.

April 6, 1909. New Haven. Struck by car, bruised about body; J. Anderson.

April 6, 1909. Hartford. Struck by car, injury slight; H. P. Arms.

April 7, 1909. New Haven. Fell from car, shaken up; A. Nesbit.

April 8, 1909. East Haven. Fell getting off car, shaken up; J. J. Ward.

April 8, 1909. Hartford. Tripped over guard rail, arm broken; Emma Smith.

April 8, 1909. Meriden. Stepped from moving car, bruised; Pasquale Jose.

April 8, 1909. Waterville. Jumped from moving car, arm dislocated; W. T. Jacques.

April 9, 1909. New Haven. Jumped from moving car, shaken up; F. Hunde.

April 9, 1909. East Hartford. Struck by car, killed; Chas. Hanna.

April 9, 1909. Hartford. Struck by car, leg injured; Antonio Martina.

April 10, 1909. New Haven. Stepped from moving car, hand scraped; John Lanigan.

April 10, 1909. New Haven. Stepped from moving car, injury slight; D. W. Crippins.

April 10, 1909. Mt. Carmel. Fell from car, scratched; Carl Jepson.

April 10, 1909. Hartford. Fell off car, injury slight; name unknown.

April 10, 1909. East Hartford. Collision, car and team, injury slight; Fred Harriander.

April 10, 1909. Stratford. Stepped from moving car, hand cut; Chas. Thompson.

April 11, 1909. New Haven. Struck by car, bruised about body; Irving Goldbaum.

April 11, 1909. New Haven. Boarding moving car, injury slight; Mr. Merson.

April 11, 1909. Meriden. Horse frightened by car, driver slightly scratched; name unknown.

April 12, 1909. Wethersfield. Struck by car, killed; Theophile Marcell.

April 13, 1909. New Haven. Stepped from moving car, injury slight; Tony Tousilisky.

April 13, 1909. New Haven. Struck by car, bruised about body; Wm. Loefstett.

April 13, 1909. Hartford. Struck by car, shaken up; H. O'Neil.

April 13, 1909. Hartford. Motor-cycle collided head-on with car, badly injured; F. D. Kent.

April 13, 1909. Hartford. Fell alighting from car, arm strained; Josephine O. Keyes.

April 13, 1909. New Britain. Stepped from moving car, lips cut; Mrs. A. N. Stepler.

April 13, 1909. Waterbury. Struck in face with glass, injury slight; Mrs. F. Ward.

April 14, 1909. New Haven. Ran into car, bruised about body; J. Dunn.

April 14, 1909. Montville. Struck by car, killed; Alpha E. Burdick.

April 15, 1909. New Haven. Walked into side of car; arm bruised, Jos. Woll; injury slight, F. Hauseknelt.

April 15, 1909. New Haven. Stepped from moving car, shaken and bruised; Miss Wheeler.

April 15, 1909. Wethersfield. Lying on track, struck by car, killed; Louis A. Hurlburt.

April 15, 1909. Bridgeport. Collision, car and team, shaken up and bruised; Samuel Zimmer. E. Holler.

April 16, 1909. Hartford. Horse frightened by pile of stone in street, injury slight; Dr. Wilson.

April 16, 1909. Stratford. Lying on track, struck by car, killed; Wm. Zepp.

April 17, 1909. Derby. Collision of cars, injuries slight; Peter Henry and David McCoy.

April 17, 1909. New London. Jumped from moving car, face bruised; unknown man.

April 18, 1909. New Haven. Struck by car, toes cut off; Salvatore Mulano.

April 18, 1909. New Haven. Collision of cars, shaken up slightly; three passengers.

April 18, 1909. New Haven. Heel caught on step, sprained ankle; name unknown.

April 18, 1909. New Haven. Fell from car, bruised; C. Volker.

April 21, 1909. Hartford. Collision, car and team, shaken up; Jas. Coleman.

April 23, 1909. Hartford. Alighting from car, ankle sprained; Mrs. Roisler.

April 23, 1909. Bridgeport. Collision, car and team, back injured; Tony C'rucele.

April 23, 1909. Middletown. Boarding moving car, injury slight; John T. Flynn.

April 24, 1909. New Haven. Ran into side of car, shaken up; E. Berman.

April 24, 1909. New Haven. Jumped from car, face bruised; Dominico Jant.

April 24, 1909. Hartford. Jumped from moving car, injury slight; unknown man.

April 24, 1909. Norwich. Struck by car, bruised and shaken up; Marie Chounard.

April 25, 1909. New Haven. Collision of cars; Mrs. Hendricks, Mr. and Mrs. Figas, Jas. Boyle, Alice Hemingway, Charlotte Wehle, Edw. H. Parkhurst, Joseph Busby, Fred Hunt, R. Dudley, Frank Miles, Kitty McGowan, D. Kempner, Frank Boyle, Harold Fowler, John F. Hussions, F. W. Blissler, Irving C. Small.

April 25, 1909. Franklin's Corner. Jumped from moving car, hand scratched; John Carney.

April 25, 1909. Hartford. Stepped from moving car, injury slight; Mrs. Faust.

April 26, 1909. New Haven. Stumbled and fell off step of car, arm bruised; M. Smith.

April 26, 1909. Hartford. Struck by piece of flying iron, scalp wound; Thos. Smith, employee.

April 27, 1909. New Haven. Boarding moving car, injury slight; Wm. Stevens.

April 27, 1909. New Haven. Boarding moving car, hand scraped; John Davis.

April 27, 1909. Hartford. Collision of cars, cut by flying glass; J. J. Conlon, Walter E. Hawkins.

April 28, 1909. Bridgeport. Collision, car and team, legs injured; Wm. McKinnon.

April 29, 1909. New Haven. Caught hold of handle as car started, shaken up; May Walsh.

April 29, 1909. New Haven. Slipped boarding car, head cut; unknown woman.

April 29, 1909. New Haven. Fell off car, head cut, hand scratched; name unknown.

April 29, 1909. New Haven. Boarding moving car, side bruised; Miss Stanley.

April 29, 1909. New Haven. Collision, car and team, shaken up; driver's name unknown.

April 29, 1909. Berlin. Stepped from moving car, arm strained; Alex Karbowski.

April 30, 1909. New Haven. Collision, car and team, shaken up and bruised; Mr. Bennett.

April 31, 1909. Waterbury. Struck on head by block; Peter Mulhall.

May 1, 1909. Hartford. Fell from platform of car, head injured, Jas. Hynes.

May 1, 1909. Hartford. Boarding car, head injured slightly; Miss E. P. Barry.

May 2, 1909. Jewett City. Struck by car, head cut; James Mack.

May 2, 1909. Taftville. Collision, team and car, head injured; Val Luppert.

May 3, 1909. New Haven. Boarding moving car, shaken up; H. Zeichman.

May 3, 1909. New Haven. Jumped from moving car, injury slight; Wm. Hill.

May 3, 1909. New Haven. Boarding moving car, arm bruised; Alaes Knern.

May 3, 1909. Bridgeport. Car split switch, knees injured; Mr. Kohler.

May 3, 1909. Bridgeport. Collision, car and team, injury slight; Jos. Cullen.

May 3, 1909. Waterbury. Stepped from moving car, head and arm bruised; Sam Vutin.

May 5, 1909. New Haven. Fuse blew out, neck burned; Chris. Flies.

May 5, 1909. Hartford. Walked into excavation near track, hand and leg injured; Edw. Bradley.

May 6, 1909. Chestnut Ridge. Controller flashed; M. E. Rourke, Mr. Murray, Mr. Kelly.

May 7, 1909. New Haven. Fell from car, bruised; T. Kennedy.

May 7, 1909. Hartford. Jumped from car, head injured; Mrs. Jas. Callahan.

May 7, 1909. Hartford. Boarding car, head injured; Mrs. Huxham.

May 8, 1909. New Haven. Stepped from moving car, shaken up; Miss Harmon.

May 8, 1909. Woodmont. Stepped from moving car, ankle sprained; Matilda Wastermeyer.

May 8, 1909. New Haven. Fell from car, arm broken; Fred Van Dusen.

May 8, 1909. Hartford. Trap door in car flew up, ankle injured; A. C. McBrayen.

May 8, 1909. Mohegan. Jumped from moving car, head cut; unknown man.

May 9, 1909. New Haven. Stepped from moving car, shaken up; Mary Beschel.

May 9, 1909. New Haven. Stepped from moving car, bruised; Mrs. Sanford.

May 9, 1909. East Haven. Boarding moving car, shaken up; John Dow.

May 9, 1909. Waterbury. Car derailed, shaken up; Mrs. Veatte.

May 10, 1909. Fair Haven. Fell from car, arm broken; Mr. Duboy.

May 10, 1909. West Haven. Stepped from moving car, killed; Mrs. Healey.

May 13, 1909. New Haven. Stepped from moving car, bruised; Perry Doan.

May 13, 1909. Waterbury. Collision, car and team, back injured; W. R. Carter.

May 14, 1909. Hartford. Car struck by lightning; burned Geo. Ashmore, motorman.

May 14, 1909. Hartford. Car struck framework around manhole, shaken up; Richard J. Lawlor.

May 14, 1909. Hartford. Collision, car and team, shaken up and bruised; Cornelius Kenzy.

May 14, 1909. Wauregan. Finger jammed by window. Jos. Jodou.

May 15, 1909. New Haven. Stepped off car backwards, face scratched; John Flaherty.

May 15, 1909. New Haven. Slipped from steps of car, legs bruised; H. P. Smith.

May 15, 1909. New Haven. Stepped from moving car, injury slight; Mr. Angle.

May 15, 1909. New Britain. Jumped from moving car, scalp wound and arm injured; Mr. Chesedy.

May 15, 1909. Hartford. Collision, car and team, injury slight; Mr. Liebel.

May 15, 1909. Hartford. Boarding moving car, knee cut; Luke Lyman.

May 15, 1909. Hartford. Stepped from moving car, face and leg injured; Joe Ashel.

May 16, 1909. New Haven. Alighting from car, fell, injury slight; Mr. Palembrio.

May 16, 1909. Mt. Carmel. Struck by car, legs bruised; J. P. Whelahan.

May 16, 1909. New Haven. Fell from car, slightly bruised; Mrs. Bussman.

May 16, 1909. Burnside. Alighting from car, back injured; Mrs. E. K. Gruntler.

May 17, 1909. New Haven. Jumped from moving car, shaken up and scratched; Tony Finick.

May 17, 1909. Hartford. Tripped and fell when in front of car, injury slight; Mrs. Bell.

May 17, 1909. Manchester. Collision of cars; Walter F. Cannay, Thos. J. Gorman, J. J. Pfann, H. L. Brainard, H. F. Brainard, Isadore Sklar, H. M. Woodbury, Abe Rosenbaum, Mrs. Spillane and children.

May 17, 1909. New London. Collision, team and car, injuries slight; Harry Wolf.

May 18, 1909. New Haven. Boarding moving car, shaken up; H. M. Tower.

May 18, 1909. Manchester. Collision, team and car, face cut; Ernest Jacobs.

May 18, 1909. Meriden. Car derailed; Bessie Ray, Miss H. W. Bampton. Xavier Dontingey.

May 19, 1909. South Windsor. Struck by car, killed; Eva St. John.

May 19, 1909. Hartford. Stepped from moving car, injury slight; Mary Lampant.

May 20, 1909. New Haven. Stepped from moving car, shaken up; Mrs. Nichols.

May 21, 1909. Hartford. Fell into excavation between tracks, forehead cut; Richard McCabe.

May 21, 1909. Hartford. Alighting from car, leg injured; Mrs. Koch.

May 21, 1909. Dayville. Boarding car, shaken up; Albina Basley.

May 22, 1909. New Haven. Jumped from moving car, slightly bruised; Cal. Horn.

May 22, 1909. Hartford. Boarding moving car, knees bruised; W. K. Goodfellow.

May 22, 1909. Hartford. Alighting from car, fell, shaken up; Mrs. McDougal.

May 22, 1909. Naugatuck. Fell from car, head and arm injured; Ed. Larrow.

May 23, 1909. New Haven. Boarding moving car, shaken up; H. Gordan.

May 23, 1909. East Hartford. Wire fence charged from one of company's wires, shocked and slightly burned Mr. Anderson.

May 24, 1909. New Haven. Car derailed, shaken up and bruised; Mr. and Mrs. Payne.

May 24, 1909. Bridgeport. Collision, car and bicycle, head injured; Chas. Watrous.

May 24, 1909. Hartford. Boarding moving car, wrist injured; Alex. Ray.

May 24, 1909. Stamford. Car derailed, foot bruised; Carl Rauch.

May 25, 1909. Newington. Collision of cars; Ida Johnson, David Galma, Samuel J. Coad, Fred A. Strong, Levi M. Warren, Clarence M. Bennett, Frank G. Gilligan, Delia O'Brien, Jerry Pixley, Philip O'Reilley, Mary Humphrey, Thomas LeBlanc, employee, Mary Segla, George M. Ladd, Caroline E. Hillard, Alice H. Ives, F. S. Hume, Marie H. Crowell, Marjorie H. Crowell, Chas. Larson, Dorothy M. Soule, Sarah R. Soule, J. Blanche Crabtree, Mrs. Morse.

May 25, 1909. Waterbury. Thrown from car, internal injuries; Mrs. Michael Kilroe.

May 26, 1909. Hartford. Fell from car, head injured; Nellie Gay.

May 27, 1909. New Haven. Fell from car, slightly scratched; H. M. Hurnitz.

May 27, 1909. New Haven. Got off car backwards, bruised; Miss E. Doyle.

May 27, 1909. New Haven. Stepped off moving car, shaken up; Mrs. F. Ackerman.

May 28, 1909. Stratford. Collision of cars; Mary Brennan, Mary Crow, injuries slight.

May 28, 1909. Meriden. Struck by car, slightly bruised; Wm. Liedtke's child.

May 29, 1909. New Haven. Register dropped on back, bruised; A. Johnson.

May 29, 1909. Hartford. Struck by car, bruised about body; Thos. McGrain, employee.

May 30, 1909. New Haven. Jumped from moving car, shaken up; J. O'Brien.

May 30, 1909. New Haven. Stepped from moving car, shaken up; Mrs. Yers.

May 30, 1909. New Haven. Stepped from moving car, scratched; Mrs. E. S. Cornwall.

May 30, 1909. New Haven. Boarding moving car, injury slight; Jacob Wagner.

May 30, 1909. Hartford. Fell from car, back injured; H. B. Riley, conductor.

May 30, 1909. Hartford. Alighting from car, shaken up and bruised; Nellie Jaycox.

May 30, 1909. North Cromwell. Jumped from moving car, injured about head; Geo. Stephens.

May 31, 1909. Plainville. Car derailed, shaken up; Alice J. Banner, Josephine Krystoph.

May 31, 1909. Hartford. Stepped from moving car, head cut; unknown woman.

May 31, 1909. Bloomfield. Jumped from moving car, head cut; R. Patterson.

May 31, 1909. Hartford. Boarding moving car, face cut; H. Waters.

May 31, 1909. Hartford. Alighting from car, stepped on alleged loose rail, leg injured; Mr. Toothaker.

May 31, 1909. Middletown. Window fell on hand, finger badly bruised; Geo. Franklin.

May 31, 1909. New London. Jumped from moving car, head bruised; Wm. Murray.

May 31, 1909. Norwich. Jumped from moving car, face cut; unknown man.

May 31, 1909. Southington. Boarding moving car, slightly scratched; J. Hinton.

May 31, 1909. Southington. Alighting from car, fell, head cut; John Holdon.

May 31, 1909. Waterbury. Fell from car, arm and leg injured; Dennis Horrigan.

June 1, 1909. New Haven. Stepped from moving car, knee bruised; Annie Linsley.

June 1, 1909. New Haven. Fell from car, arm and hand bruised; C. T. Pender, conductor.

June 1, 1909. New Haven. Stepped from moving car, injury slight; Laura Lewis.

June 1, 1909. New Haven. Stepping from car, turned ankle, strained slightly; Mrs. Delsole.

June 1, 1909. Hartford. Stepped from moving car, shaken up; Mrs. Sugarmeyer.

June 1, 1909. Meriden. Jumped from moving car, face scratched; J. F. Sullivan.

June 1, 1909. Stamford. Jumped from moving car, nose cut; Jos. Bailiar.

June 2, 1909. West Haven. Stepped from moving car, head bruised; Elizabeth Weber.

June 3, 1909. New Haven. Stepped from moving car, injury slight; Miss Anderson.

June 3, 1909. Hartford. Stepped from moving car, face bruised; unknown man.

June 3, 1909. Hartford. Fell through trap-door in car, rib broken; Michael Fallon, employee.

June 3, 1909. Stamford. Jumped from moving car, face cut; William Quinlan.

June 4, 1909. Bridgeport. Car derailed, shaken up; Ella Keenan.

June 4, 1909. Hartford. Alighting from car, ankle sprained; Leo McGrath, employee.

June 4, 1909. Hartford. Stepped from moving car, head cut; Mr. Case.

June 4, 1909. Watertown. Collision, car and team, arm, leg and back bruised; E. Pecker.

June 5, 1909. New Haven. Stepped from moving car, injury slight; E. M. Marsh.

June 5, 1909. New Haven. Jumped from moving car, arm bruised; M. J. Callagan.

June 5, 1909. Hartford. Put hand through window, slightly cut; Peter Anderson, employee.

June 5, 1909. Hartford. Fell from car, head cut; William Kelleher, conductor.

June 5, 1909. Hartford. Stepped from moving car, injury slight; Grace Johnson.

June 5, 1909. Hartford. Struck by car, severely bruised; Raymond Stanton.

June 5, 1909. Naugatuck. Jumped from moving car, head cut; Peter Urges.

June 5, 1909. South Windham. Collision, car and team, shoulder dislocated; Mrs. J. D. Simpson.

June 5, 1909. New London. Alighting from moving car, head bruised; Ruth Peck.

June 6, 1909. New Haven. Jumped from moving car, injury slight; Tony Capuano.

June 6, 1909. New Haven. Boarding moving car, bruised; Angelo Rocco.

- June 6, 1909. New Haven. Boarding moving car, bruised; Mr. Hogan.
- June 6, 1909. Hartford. Fell from car, injury slight; Edw. Byrne's child.
- June 6, 1909. Hartford. Stepped from moving car, head cut; Christine Bloomquist.
- June 6, 1909. Hartford. Boarding moving car, shin scraped; Wm. Soby.
- June 6, 1909. New Britain. Collision of cars, face bruised; Grace Wiegand.
- June 6, 1909. Waterbury. Stepped from moving car, ankle sprained; Lizzie Moran.
- June 6, 1909. Norwich. Jumped from moving car, shoulder strained; Mary Manning.
- June 7, 1909. New Haven. Stepped from moving car, injury slight; Mrs. J. P. Moran.
- June 7, 1909. New Haven. Boarding moving car, bruised; F. E. Jones.
- June 8, 1909. Bridgeport. Collision, car and team, shaken up; Oliver Cromwell and family.
- June 8, 1909. East Hartford. Struck by car, cut about mouth; Mr. Lavasser's child.
- June 8, 1909. Hartford. Collision, car and team, head cut; Wm. McVey.
- June 8, 1909. New Haven. Collision, car and bicycle, bruised about body; W. A. Pickering.
- June 8, 1909. New Haven. Jumped from moving car, bruised about head; Carl Overstead.
- June 8, 1909. New Haven. Boarding moving car, bruised; Jos. Peterson.
- June 8, 1909. Highwood. Jumped from moving car, hands bruised; K. Keith.
- June 9, 1909. New Haven. Jumped from moving car, bruised; J. Piebusy.
- June 9, 1909. New Haven. Stepped from moving car, leg bruised; Terrence Kelly.
- June 9, 1909. Waterbury. Collision, car and team, back and head injured; Jacob Ortlieb.
- June 10, 1909. New Haven. Collision, car and team, hand cut and leg injured; Mr. Barnes.
- June 10, 1909. New Haven. Boarding moving car, bruised; Miss Hotchkiss.
- June 10, 1909. Norwich. Collision, car and hack, shoulder dislocated; Matthew M. Brown.
- June 11, 1909. New Haven. Jumped from moving car, bruised; F. E. Snow.
- June 11, 1909. New Haven. Struck by fare register, slightly bruised; Louis Hausmann.
- June 11, 1909. Rockville. Stepped from moving car, injury slight; Mrs. Otto Kirchwell.
- June 12, 1909. Hartford. Boarding moving car, injury slight; Jos. Schwab.

June 12, 1909. Hartford. Jumping from car, fuse blew out, injuries slight; Morris Penwick, Mrs. R. H. Simpson, Miss E. Newman.

June 12, 1909. Hartford. Repairing car, finger cut off; Chas. Bond, employee.

June 12, 1909. New Britain. Fell from running board, knee injured; unknown man.

June 13, 1909. New Haven. Jumped from moving car, arm bruised; J. Lone.

June 14, 1909. New Haven. Stepped from moving car, fractured shoulder blade; M. S. Spier.

June 14, 1909. West Haven. Stepped from moving car, bruised; Reuben Jaffe.

June 14, 1909. New Haven. Jumped from moving car, injury slight; P. J. Reilley.

June 14, 1909. New Haven. Stepped from moving car, bruised about body; Mrs. Chandler.

June 14, 1909. New Haven. Boarding moving car, injury slight; Israel Cohen.

June 14, 1909. New Haven. Boarding moving car, side injured; name unknown.

June 14, 1909. New Haven. Stepped from moving car, injury slight; Bessie Wells.

June 15, 1909. New Haven. Fell attempting to catch car, chin bruised; unknown man.

June 15, 1909. Hartford. Collision, car and team, injury slight; Fred A. Silkey.

June 15, 1909. Plainville. Struck in face by trolley rope, eye injured; W. E. Dougherty, employee.

June 15, 1909. Waterbury. Collision, car and team, face cut; Annie Healey.

June 16, 1909. New Haven. Jumped from moving car, bruised; J. Gubleman.

June 16, 1909. East Haven. Hand struck by passing car, fractured; John Adams.

June 16, 1909. Double Beach, Branford. Collision of cars; Florence White, Frederick and Cordine Jordan, Howard and Carrie Williams, Daniel Woodward, Mrs. Goodwell, Thomas and Lucy Howe, Frank and Ida Jerold, Mr. and Mrs. Woodhall and Emma Williams.

June 16, 1909. East Hartford. Stepped from moving car, arm injured; Mrs. Steele.

June 16, 1909. Hartford. Collision of cars, injury slight; Mrs. M. C. Merriam.

June 16, 1909. Tafts. Jumped from moving car, shaken up; Mrs. Kalf.

June 17, 1909. New Haven. Jumped from moving car, bruised; Mr. Goodman.

June 17, 1909. New Haven. Stepped from moving car, injury slight; Jacob Silva.

June 18, 1909. New Haven. Boarding moving car, hand bruised; Frank McKay.

- June 18, 1909. New Haven. Fell off running board, bruised; H. M. Cogswell.
- June 18, 1909. Fair Haven. Knocked down by cow that was struck by car, leg bruised; Mr. Dunham.
- June 18, 1909. Hockanum. Lying on track, run over by car, killed; Mr. Smith.
- June 18, 1909. Hartford. Finger caught on pump hook, crushed; Fred Levery, employee.
- June 19, 1909. New Haven. Alighting from car, fell, bruised; Margaret King.
- June 19, 1909. New Haven. Stepped from moving car, bruised about body; Mrs. Alderman.
- June 19, 1909. New Haven. Jumped from moving car, bruised about body; E. Borjenick.
- June 19, 1909. Bridgeport. Alighting from car, injury slight; Mrs. C. Kelly.
- June 19, 1909. Southington. Stumbled and fell after alighting from car, shaken up and bruised; D. W. Fox.
- June 20, 1909. New Haven. Stepped from moving car, injury slight; Geo. Caletor.
- June 20, 1909. New Haven. Stepped from moving car, injury slight; Josephine McGovern.
- June 20, 1909. New Haven. Stepped from moving car, injury slight; L. Carter.
- June 20, 1909. New Haven. Jumped from moving car, hand bruised; Lily Fitzpatrick.
- June 20, 1909. New Haven. Boy put hand on arc light button, slightly burned; A. Russ.
- June 20, 1909. Stratford. Boarding car, shaken up and bruised; Charlotte King.
- June 20, 1909. Stratford. Alighting from car, ankle injured; A. W. Gorham.
- June 20, 1909. New Britain. Fell from running board, injury slight; Meyer Cohen.
- June 21, 1909. West Haven. Struck by curtain on passing car, cut over eye; Miss Carney.
- June 21, 1909. Wallingford. Struck by car, leg bruised; Wm. F. Mitchell.
- June 21, 1909. New Britain. Stepped from moving car, head cut; David Ginsberg.
- June 21, 1909. Mianus. Jumped from moving car, face cut; Louisa Siligama.
- June 22, 1909. New Haven. Boarding moving car, injury slight; Wm. Dammling.
- June 22, 1909. Savin Rock. Alighting from car, slipped, arm sprained; Mrs. Fishner.
- June 22, 1909. New Haven. Stepped from moving car, arms scratched; Mr. Spuggs.
- June 22, 1909. Bridgeport. Ran in front of car, fatally injured; Richard Anderson.

June 22, 1909. Hartford. Fell from running board, shaken up; Geo. Goodwin.

June 22, 1909. Hartford. Collision, car and team, shaken up; Nooney Brentall.

June 22, 1909. Hartford. Struck by auto as he stepped from car, injury slight; Gadlip Pierick.

June 23, 1909. Hartford. Boarding moving car, injury slight; Samuel Rosie.

June 23, 1909. New Haven. Jumped from moving car, bruised; Peter Sabbath.

June 23, 1909. New Haven. Alighting from car, injury slight; M. Flynn.

June 23, 1909. Middletown. Stepped from moving car, head cut; Emma Swaggert.

June 23, 1909. Hartford. Alighting from car, stepped on stone, ankle sprained; Miss E. E. Mayo.

June 23, 1909. Hartford. Boarding moving car, legs bruised; J. Norberg.

June 24, 1909. New Haven. Alighting from car, slipped, ankle bruised; Mildred Donahue.

June 24, 1909. West Haven. Stepped from moving car, head bruised; Mary Matthews.

June 24, 1909. Derby. Fell from car, arm injured; Mrs. McGrath.

June 24, 1909. Stamford. Collision, car and team, arms cut; Amello Aquadia.

June 25, 1909. Bridgeport. Collision, car and automobile, shaken up; Arthur Fisk and wife.

June 25, 1909. Bridgeport. Stepped from moving car, back bruised; Thos. Nolan.

June 25, 1909. Bridgeport. Stepped from moving car, side injured; Miss Freedman.

June 25, 1909. Hartford. Rail fell on foot, bruised; Blois Bulkin, employee.

June 25, 1909. Meriden. Stepped from moving car, head bruised; Frank Sevenski.

June 25, 1909. New London. Jumped from moving car, shaken up; Michael McGerry.

June 26, 1909. New Haven. Stepped from moving car, arm and hip bruised; Mary Kelleher.

June 26, 1909. New Haven. Stepped from moving car, bruised; Mrs. Nickle.

June 26, 1909. Middletown. Jumped from moving car, ankle sprained; Mrs. Williams.

June 26, 1909. Cromwell. Jumped from moving car, leg bruised; C. W. Bates.

June 26, 1909. Hartford. Boarding moving car, chin cut; Mr. Curtis.

June 26, 1909. Southington. Collision of cars; John Holhouse, head bruised; Marion J. Whelan, head bruised.

June 26, 1909. Hartford. Struck by pole, knocked from running board, injury slight; C. M. Gibson, conductor.

June 26, 1909. Meriden. Stepped from car backwards, bruised; Louise Dickerman.

June 27, 1909. New Haven. Controller flashed, passengers jumped; Mrs. M. Bause, Miss J. Signor, John Higgins, Alonzo Burgess, John and Mary Flynn.

June 27, 1909. Hartford. Stepped from moving car, badly bruised; Fannie Zimmerman.

June 27, 1909. New London. Struck by car, shaken up; T. Williams.

June 27, 1909. Danielson. Car derailed, shaken up and bruised; Anne Whitehead and Mary Dragon.

June 28, 1909. Stratford Avenue, Bridgeport. Collision, car and team, shaken up; Benj. Anderson.

June 28, 1909. Bridgeport. Alighting from car, struck by one passing, killed; Jonas Kulihsansky.

June 28, 1909. Hartford. Stepped from car into excavation, back injured; Mrs. S. W. Jones.

June 28, 1909. New London. Boarding moving car, head bruised; Richard Freeman.

June 29, 1909. New Haven. Stepped from moving car, injury slight; Mary Leonard.

June 29, 1909. Branford. Jumped from moving car, injury slight; Alfred Russell.

June 29, 1909. New Haven. Stepped from moving car, bruised; Mr. Forbes.

June 29, 1909. Bridgeport. Alighting from car, turned ankle; unknown woman.

June 29, 1909. Hartford. Struck nose against side of car, injury slight; Mrs. Sperry.

June 29, 1909. Tafta. Struck by car while walking on bridge; killed; Alphonse Godreau.

June 30, 1909. New Haven. Jumped from moving car, hands bruised; P. Sexton.

June 30, 1909. New Haven. Controller flashed, jumped from car, bruised about body; Mrs. Weidman.

June 30, 1909. Meriden. Boarding moving car, wrist bruised; Dwight Gladwin.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, H. M. Kochersperger, vice-president, and T. F. Paradise, assistant treasurer, of the Connecticut Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

H. M. KOCHERSPERGER,

Vice-President.

T. F. PARADISE,

Assistant Treasurer.

Sworn and subscribed to before me, this 11th day of September, A. D. 1909.

ARTHUR W. BOWMAN,

Notary Public.

DANBURY & BETHEL STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$623,000.00	
Capital stock outstanding,	320,000.00	
Bonds outstanding,	300,000.00	
Floating indebtedness,	109,418.04	
Total stock, bonds, and floating debt,	729,418.04	
Capital stock issued per mile of road owned,	21,289.33	
Bonds issued per mile of road owned,	19,958.75	
Cost of construction,	481,338.49	
Cost of equipment,	273,868.80	
Total cost of construction and equipment,	755,207.29	
Cost of construction and equipment per mile of road owned,	50,243.31	
Gross earnings from operation,	119,697.70	
Operating expenses,	87,313.51	
Net earnings,	32,384.19	
Gross income from all sources,	32,384.19	
Per cent. of operating expenses to gross earnings,		72.94
Gross earnings per mile operated,	7,963.38	
Operating expenses per mile operated,	5,808.89	
Net earnings per mile operated,	2,154.49	
Gross earnings per mile run,	.2442	
Operating expenses per mile run,	.1782	
Net earnings per mile run,	.0660	
Gross earnings per car hour,	2.1982	
Operating expenses per car hour,	1.6035	
Net earnings per car hour,	.5947	
Taxes paid state,	4,694.30	
Interest paid,	17,983.03	
Dividend paid,	12,800.00	
Total length of main track owned,		15.031
Total length of main track operated,		15.031
Total car mileage,		490,065
Total car hours,		54,461
Fare passengers carried,		2,321,298
Fare passengers per mile run (passenger),		4.736
Fare passengers per car hour (passenger),		42.630
Fare passengers per mile of main track operated,		154,434
Number of employees,		75
Accidents: Injured,		15

Description of Lines.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Danbury	Bethel.....	5.445	.196	5.641	.224	5.865
White St.	Lake Kenosia.	4.927	1.923	6.850	.745	7.595
Main St.	Davis St.....	.897	.....	.897	.....	.897
West St.	West Wooster	.522	.....	.522	.....	.522
Elm St.	Lake Ave.....	1.121	.....	1.121	.....	1.121
		12.912	2.119	15.031	.969	16.000

Corporate Name and Address of Company.

Danbury and Bethel Street Railway Co., Danbury, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization, May 7, 1886.

Organized under the laws of the State of Connecticut.

Officers of the Company.

Name.	Title.	Official address.
S. C. HOLLEY,	President,	Danbury, Conn.
S. HARRISON WAGNER,	First Vice-President,	New Haven, Conn.
M. H. GRIFFING,	Secretary and Treasurer,	Danbury, Conn.
M. H. GRIFFING,	General Manager,	" "
GEORGE H. KLINZING,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
S. C. HOLLEY,	Danbury, Conn.
M. H. GRIFFING,	" "
A. W. HOLLEY,	" "
A. E. TWEEDY,	" "
E. A. STRATTON,	" "
S. H. WAGNER,	New Haven, Conn.
THOS. M. WALLER,	New London, Conn.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

Capital Stock.

Description	Total Par Value authorized.	Number of Shares outstanding.	Par Value per Share.	Total Par Value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$623,000.00	12,800	\$25.00	\$320,000.00	4 per cent.	\$12,800.00

Total number of stockholders, 85.

Total number of stockholders in this state, 70.

Amount of stock held in this state, \$285,775.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Bonds,	May 1, 1894	20	May 1, 1914	\$200,000.00	\$200,000.00
Con'd Mtg. Bonds.	May 1, 1906	30	May 1, 1936	300,000.00	100,000.00
Total.....				\$500,000.00	\$300,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00
5 per cent.	May and November.	5,000.00
Total.....		\$15,000.00

Per mile of single track owned exclusive of sidings and turnouts, 15.031 miles:

Capital stock outstanding,	\$21,289.33
Funded debt outstanding,	19,958.75
Total,	\$41,248.08

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Total cost to June 30, 1909.
Construction,	\$408,958.77	\$3,852.18	\$412,810.95
Real estate, buildings and fixtures, used in operation of road,	68,861.76	165.78	69,027.54
Total construction,	\$477,820.53	\$3,517.96	\$481,338.49
Power plant equipment,	\$56,115.81	\$48,841.47	\$109,957.28
Equipment,	162,193.85	1,718.17	163,911.52
Total equipment,	\$228,309.16	\$45,559.64	\$273,868.80
Grand total construction and equipment,	\$706,129.69	\$49,077.60	\$755,207.29
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,			\$50,248.81

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$119,697.70		
Operating expenses,	87,313.51		
Net earnings from operation,			\$32,384.19
Gross income less operating expenses,			\$32,384.19
Deductions from income:			
Taxes:			
On real and personal property,	\$111.80		
On capital stock,	4,694.30	\$4,806.10	
Interest:			
On funded debt,	\$15,000.00		
On floating debt,	2,983.03	17,983.03	22,789.13
Net income,			\$9,595.06
Deductions from net income:			
Dividends, 4% on \$320,000 common stock,			12,800.00
Deficit for year,			\$3,204.94
Surplus at beginning of year,	\$46,643.02		
Profit or loss adjustments during year: debits,	2,220.00	44,423.02	
Surplus at close of year,			\$41,218.08

Gross Earnings from Operation.

Car earnings: passengers,		\$115,252.75
Miscellaneous earnings:		
Advertising,	\$533.34	
Sale of power,	58.00	
Sale of metals,	1,868.67	
City of Danbury, sprinkling,	1,590.45	
City of Danbury, drawing stone,	390.49	
Sundries,	4.00	4,444.95
Total,		\$119,697.70

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$6,424.71
Maintenance of electric line,	1,262.98
Maintenance of buildings and fixtures,	402.86
Total,	\$8,090.55

Equipment:

Maintenance of steam plant,	\$2,712.60
Maintenance of electric plant,	202.86
Maintenance of cars,	6,161.96
Maintenance of electric equipment of cars,	7,795.46
Total,	16,872.88

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$5,513.18
Fuel for power,	10,666.69
Water for power,	91.50
Lubricants and waste for power plant,	704.23

Total, 16,975.60

Operation of cars:

Wages of conductors,	\$14,621.67
Wages of motormen,	14,425.29
Wages of miscellaneous car service employees,	900.41
Cleaning and sanding track,	938.17
Removal of snow and ice,	48.22

Total, 30,933.76

GENERAL.

Salaries of general officers,	\$3,799.96
Salaries of clerks,	1,088.90
Printing and stationery,	420.65
Miscellaneous office expenses,	323.74
Stable expenses,	657.83
Advertising and attractions,	767.29
Miscellaneous general expenses,	1,061.97
Damages,	3,400.93
Legal expenses in connection with damages,	800.00
Miscellaneous legal expenses,	546.90
Insurance,	1,572.55

Total, 14,440.72

Grand total, \$87,313.51

Comparative General Balance Sheet.

Total June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$706,129.69	Construction and equip- ment,	\$755,207.29	\$49,077.60	.....
	Other permanent invest- ments as follows:			
22,792.26	Kenmore property,	22,860.26	68.00	.....
1,114.08	Land at Lake Kenosia,	1,114.03	.....	.....
	Current assets, as follows:			
8,605.81	Cash,	2,440.67	.....	\$1,164.64
3,788.89	Accounts receivable,	6,204.84	2,416.45	.....
1,681.08	Material and supplies,	1,001.74	.....	679.34
1,053.72	Tools, instruments, etc.,	1,353.72	800.00	.....
\$740,164.48	Total,	\$790,182.55	\$51,862.05	\$1,848.98

Comparative General Balance Sheet.—Continued.

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$320,000.00	Capital stock, common,	\$320,000.00	.....	.....
300,000.00	Funded debt, . . .	300,000.00	.....	.....
	Current Liabilities as fol- lows:			
84,500.00	Loans and notes pay- able,	34,418.04	.....	\$31.96
10,871.95	Accounts payable, . .	12,356.35	\$1,484.40	.....
6,400.00	Dividends unpaid, . .	6,400.00	.....	.....
2,246.81	Insurance fund, . . .	790.08	.....	1,456.73
2.70	Danbury and Harlam	.....	.....	2.70
19,500.00	Debenture Notes, . .	75,000.00	55,500.00	.....
46,643.02	Surplus,	41,218.06	.....	5,424.94
\$740,164.48	Total,	\$790,182.55	\$56,984.40	\$6,966.33

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	490,065
Total car mileage,	490,065
Total car hours,	54,451
Fare passengers carried,	2,321,298
Transfer passengers carried,	712,147
Total passengers carried,	3,033,445
Average fare, revenue passengers,	.0496
Average fare, all passengers (including transfer passengers),	.0379
Car earnings per car mile,	.2351
Miscellaneous earnings per car mile,	.0091
Gross earnings per car mile, :	.2442
Car earnings per car hour,	2.1166
Miscellaneous earnings per car hour,	.0816
Gross earnings per car hour,	2.1982
Operating expenses per car mile,	.1782
Operating expenses and taxes per car mile,	.1879
Operating expenses per car hour,	1.6035
Operating expenses and taxes per car hour,	1.6917
Operating expenses per cent. of gross earnings,	72.94
Operating expenses and taxes per cent. of gross earnings,	76.96
Average number of employees, not including officials, during year,	75
Aggregate amount of wages paid employees,	\$49,983.71
Amount of salaries paid officials,	3,799.96

Mileage, Traffic, and Miscellaneous Statistics.—Continued.**CROSSINGS, ETC.**

Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	3
Steam railroad crossings at grade protected by derauling devices on street railway,	3
Steam railroad crossings over grade,	1
Steam railroad crossings under grade,	1
Commutation tickets: 21 for \$1.00.	

Description of Road and Equipment.**TRACK.**

	Owned	Total Operated
Length of road (first main track),	12.912	12.912
Length of second main track,	2.119	2.119
Total length of main track,	15.031	15.031
Length of sidings and turnouts,	.969	.969
Total computed as single track,	16.000	16.000

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
	48	2.621	2.621
	60	8.842	8.842
"T,"	75	4.087	4.087
Girder Tram,	80	1.000	1.000
Total miles of,		16.000	16.000

Gauge of track, 4 feet $8\frac{1}{2}$ inches.**PAVING.**

	Miles
Without paving,	2.342
Cobble,	9.537
Belgium block,	1.811
Macadam,	2.310
Total miles,	16.000

CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule,	8		8
Closed passenger cars equipped with half vestibule,	10	.....	10
Closed passenger cars not equipped with vestibule,	.....	8	8
Open passenger cars,	12	9	21
Total passenger cars,	30	12	42
Work cars,	2	1	3
Sweepers,	3	.....	3
Sprinkler,	1	.....	1
Total,	36	13	49

EMPLOYEES.

	Average number of Hours on duty per day.	Wages per day.
Conductors,	9	20 & 22½c. per hr.
Motormen,	9	" "
Watchmen,	12	\$1.70
Roadmen,	10	1.66
Linemen,	10	2.00
Engineers,	12	3.00
Firemen,	12	2.00
Machinists and mechanics,	10	3.00

List of all Accidents During Year ended June 30, 1909.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				8	.....	8
Other persons,				7	.....	7
Total,				15	.....	15

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$5,657.66

Description of Accidents.

Mrs. Gallagher, at Main, near Patch St., Aug. 2, 1908, stepped off car while in motion; scratch and bruised on face.

Mrs. Morgan, at Carney's Crossing, Aug. 12, 1908, stepped off car in motion; fell and hurt arm and leg.

Susie Padko, at corner Main and White Sts., got off car backwards while car was in motion; sprained wrist.

Robert Slocum, West Wooster St., Aug. 28, 1908, in getting off car running fast, fell and bruised his face.

Simon Shova, Main and Franklin Sts., Nov. 24, 1908, jumped off car going full speed; arm and leg bruised, face cut.

Arthur Barnum, Main and Crosby Sts., Dec. 6, 1908, tried to get on car in motion; missed his hold and fell, cut on face.

William Shannon, Main near Keeler St., Dec. 9, 1908, drove in front of car; wagon was struck and turned over; small bone in forearm broken, face bruised and cut.

Richard Emsley, Main St. near South St., Dec. 14, 1908. While conductor was putting another passenger off, Mr. Emsley struck at conductor, falling off and breaking his leg.

Oscar Westerburg, corner River and Elm Sts., Dec. 21, 1908, drove into front of car; his hand cut.

Mrs. A. Hogan, Main and Crosby Sts., Jan. 23, 1909, tried to get on car while in motion; lost her hold and fell to street; slightly bruised.

Nicholas Ward, corner White St. and Maple Ave., Feb. 27, 1909, was intoxicated; walked in front of car, was struck and fell to street; bruised face and cut lip.

William Knowles, corner Pearl and Division Sts., March 6, 1909; horse became frightened and jumped in front of car; wagon was hit and turned over; Mr. Knowles was somewhat bruised about the face.

Charles Pardee, North St. and Barnums Court, April 4, 1909, was playing in street; another boy was chasing him; as car approached he tried to cross the street ahead of car, but ran into side of car, was thrown down and car wheels passed over his ankle, had to be amputated.

Thos. Lee, North St., April 14, 1909, drove in front of car; car struck wagon and upset it; Mr. Lee's back and hip were bruised.

Paul Stevens, Main St., May 21, 1909, 11.30 p. m. He was working about a building that was being moved across the street; rope was stretched across street, but no light to protect it; car ran over rope, which broke and hit Mr. Stevens in face, bruising it.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury and Bethel Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

S. C. HOLLEY,

President.

M. H. GRIFFING,

Treasurer.

Sworn and subscribed to before me, this thirteenth day of September, A. D. 1909.

WM. H. REDFIELD,

Notary Public.

THE FARMINGTON STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$189,000.00	
Capital stock outstanding,	157,500.00	
Bonds outstanding,	30,000.00	
Floating indebtedness,	35,104.13	
Total stock, bonds, and floating debt,	222,604.13	
Capital stock issued per mile of road owned,	20,042.42	
Bonds issued per mile of road owned,	3,181.33	
Cost of construction,	139,022.05	
Cost of equipment,	97,550.41	
Total cost of construction and equipment,	236,572.46	
Cost of construction and equipment per mile of road owned,	25,087.21	
Gross earnings from operation,	68,724.92	
Operating expenses,	52,769.20	
Net earnings,	15,955.72	
Gross income from all sources,	15,955.72	
Per cent. of operating expenses to gross earnings,		76.78
Gross earnings per mile operated,	5,261.84	
Operating expenses per mile operated,	4,040.21	
Net earnings per mile operated,	1,221.63	
Gross earnings per mile run,	.3049	
Operating expenses per mile run,	.2341	
Net earnings per mile run,	.0708	
Gross earnings per car hour,	.37902	
Operating expenses per car hour,	.29102	
Net earnings per car hour,	.08800	
Taxes paid state,	1,505.76	
Interest paid,	3,071.79	
Total length of main track owned,		9.430
Total length of main track operated,		13.061
Total car mileage,		225,397
Total car hours,		18,132
Fare passengers carried,		435,131
Fare passengers per mile run (passenger),		2.073
Fare passengers per car hour (passenger),		25.774
Fare passenger per mile of main track operated,		33,315
Number of employees,		27
Accidents: Killed,		1
Injured,		5

Description of Lines.

From	To	Length of road, first main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Unionville	West Hartford,	9.430	9.430	1.100	10.530

Corporate Name and Address of Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Officers of the Company.

Name.	Title.	Official Address.	
EDWARD D. ROBBINS,	President,	Hartford,	Conn.
D. NEWTON BARNEY,	Vice-President,	Farmington,	"
CHAS. E. HUBBARD,	Secretary,	Hartford,	"
EDWARD D. ROBBINS,	Treasurer,	"	"
A. J. BROUGHTEL,	Asst. Treasurer,	"	"
CHARLES E. HUBBARD,	General Manager,	"	"
T. L. McCORMACK,	Superintendent,	Unionville,	"

Directors of the Company.

Name.	Residence.
EDWARD D. ROBBINS,	Hartford, Conn.
ANDREW J. BROUGHTEL,	" "
CHARLES E. HUBBARD,	" "
D. N. BARNEY,	Farmington, Conn.
W. A. HOOKER,	" "

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common,	\$189,000.00	1,890	\$100.00	Five-sixths of which has been paid in, viz.: \$157,500.00.

Total number of stockholders, 25.

Total number of stockholders in this state, 23.

Amount of stock held in this state, \$75,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Debentures, .	July 1, 1904	20	July 1, 1924	\$30,000.00	\$30,000.00

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	

Per mile of single track owned exclusive of siding and turnouts, 9.430 miles.

Capital stock outstanding,	\$20,042.42
Funded debt outstanding,	3,181.33
Total,	\$23,223.75

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Right of way,	\$15,061.70	\$50.00		\$15,111.70
Track and roadway construction,	75,002.05	476.61		75,478.66
Electric line construction,	40,971.55			40,971.55
Real estate used in operation of road,	1,000.00			1,000.00
Buildings and fixtures used in operation of road,	6,460.14			6,460.14
Total construction,	\$138,495.44	\$526.61		\$139,022.05
Shop tools and machinery,	\$908.72	\$ 27.36		\$936.08
Cars,	40,144.66	10,406.07		50,550.73
Electric equipment of cars,	41,400.46	2,296.46		43,696.92
Miscellaneous equipment,	2,864.68			2,864.68
Total equipment,	\$84,818.52	\$12,731.89		\$97,550.41
Grand total construction and equipment,	\$223,818.96	\$13,258.50		\$236,572.46
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, (9.430)				\$25,087.21

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$68,724.92
Operating expenses,	52,769.20
Net earnings from operation,	\$15,955.72

Income Account for Year ending June 30, 1909.—Continued.

Gross income less operating expenses,			\$15,955.72
Deductions from income:			
Taxes on capital stock,		\$1,505.76	
Interest:			
On funded debt, debentures,	\$1,500.00		
On floating debt,	1,571.79	3,071.79	4,577.55
Net income,			<u>\$11,378.17</u>
Surplus for year,			\$11,378.17
Surplus at beginning of year,			<u>8,735.07</u>
Surplus at close of year,			\$20,113.24

Gross Earnings from Operation.

Car earnings:			
Passengers,		\$66,693.36	
Chartered cars,		286.86	
Freight,		423.14	
Mail,		150.00	
Express,		991.56	
			<u>\$68,544.92</u>
Miscellaneous earnings:			
Advertising,			180.00
Total,			<u>\$68,724.92</u>

Operating Expenses.**MAINTENANCE.**

Way and structures:			
Maintenance of track and roadway,		\$3,133.97	
Maintenance of electric line,		1,265.56	
Maintenance of buildings and fixtures,		905.60	
Total,			<u>\$5,305.13</u>
Equipment:			
Maintenance of cars,		\$3,553.95	
Maintenance of electric equipment of cars,		3,272.81	
Miscellaneous shop expenses,		163.00	
Total,			<u>6,989.76</u>

Operating Expenses.—Continued.**TRANSPORTATION.****Operation of power plant:**

Hired power,	6,684.06
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Operation of cars:

Superintendence of transportation,	\$1,100.00
Wages of conductors,	4,418.82
Wages of motormen,	4,407.36
Wages of car house employees,	2,770.78
Car service supplies,	63.59
Miscellaneous car service expenses,	2,576.24
Cleaning and sanding track,	500.22
Removal of snow and ice,	136.13

Total,	15,973.14
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GENERAL.

Salaries of general officers,	\$2,000.00
Salaries of clerks,	500.00
Printing and stationery,	167.80
Miscellaneous office expenses,	585.88
Miscellaneous general expenses,	892.50
Damages,	412.50
Miscellaneous legal expenses,	150.25
Rent of land and buildings,	100.00
Rent of tracks and terminals,	12,362.83
Insurance,	645.35

Total,	17,817.11
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Grand total,	\$52,769.20
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Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1908.
\$223,818.96	Construction and equipment, Other permanent investments as follows :	\$236,572.46	\$18,258.50	.....
81,500.00	Reserve capital,	31,500.00	.....	.....
8,751.87	Current assets as follows :			
.....	Cash,	8,473.20	.....	\$5,278.67
1,906.10	Accounts receivable, . . . . .	.....	.....	.....
	Material and supplies,	3,602.71	1,696.61	.....
\$265,471.98	Total,	275,148.37	\$14,955.11	\$5,278.67

Comparative General Balance Sheet.—Continued.

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$189,000.00	Capital Stock, common,	\$189,000.00	.....	.....
80,000.00	Funded debt debentures,	80,000.00	.....	.....
	Current liabilities as follows:			
88,011.40	Loans and notes payable,	88,011.40	.....	.....
2,794.46	Accounts payable,	2,092.78	.....	\$701.78
	Accrued liabilities as follows:			
981.00	Taxes accrued and not yet due,	981.00	.....	.....
1,000.00	Accident Account, . . . . .	.....	.....	1,000.00
8,785.07	Surplus,	20,113.24	11,878.17	.....
\$265,471.93	Total,	\$275,148.87	\$11,878.17	\$1,701.78

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	209,872
Freight, mail, and express car mileage,	15,525
Total car mileage,	225,397
Passenger car hours,	16,882
Freight, mail, and express car hours,	1,250
Total car hours,	18,132
Fare passengers carried,	435,131
Total passengers carried,	435,131
Average fare, revenue passengers,	.1532
Average fare, all passengers (including transfer passengers),	.1532
Car earnings per car mile,	.3041
Miscellaneous earnings per car mile,	.0008
Gross earnings per car mile,	.3049
Car earnings per car hour,	.37803
Miscellaneous earnings per car hour,	.00099
Gross earnings per car hour,	.37902
Operating expenses per car mile,	.23411
Operating expenses and taxes per car mile,	.24079
Operating expenses per car hour,	.29102
Operating expenses and taxes per car hour,	.29933
Operating expenses per cent. of gross earnings,	76.78
Operating expenses and taxes per cent. of gross earnings,	78.97
Average number of employees, not including officials, during year,	27
Aggregate amount of wages paid employees,	\$15,360.79
Amount of salaries paid officials,	3,600.00

CROSSINGS, ETC.

Steam railroad crossings over grade, 1

Commutation or other forms of tickets at reduced rates: Foote's Corner tickets, 2½ cents each, 40 tickets to a book. Park Street tickets, 3½ cents each, 40 tickets to a book.

Description of Road and Equipment.

TRACK.

Track.	Owued.	Operated under trackage rights.	Total operated.
Length of road (first main track)	9.480	.....	.....
Length of second main track, . . . . .	.....	3.681	18.061
Total length of main track,	9.480	.....	.....
Length of sidings and turnouts,	1.100	.....	1.100
Total computed as single track,	10.580	3.681	14.161

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (total miles of), 10,530.
Gauge of track, 4 feet, 8½ inches.

PAVING.

Macadam, 2 miles.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	4	2	6
Open passenger cars,	6	....	6
Total passenger cars,	10	2	12
Freight cars,	1	3	4
Express cars,	1	....	1
Work cars,	1	....	1
Snow plows,	1	....	1
Sweepers,	..	1	1
Total,	14	6	20

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.50
Motormen,	10	2.50
Watchmen,	10	2.00
Linemen,	10	2.75
Electricians,	10	2.75
Machinists and mechanics,	10	2.00 and 2.50

List of All Accidents During the Year ended June 30, 1909.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	0	5	1	0	1	5
Employees,	0	0	0	0	0	0
Other persons, . . .	0	0	0	0	0	0
Total,	0	5	1	0	1	5

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$412.50

Description of Accidents.

August 9, 1908. Collision between a passenger car and a work car. Several persons bruised; motorman on the work car killed.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Andrew J. Broughel, Assistant Treasurer of the Farmington Street Railway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of his knowledge and belief.

Signed,

ANDREW J. BROUGHEL,
Assistant Treasurer.

Sworn and subscribed to before me, this tenth day of September, A. D. 1909.

ELIZABETH M. DOLAN,
Notary Public.

GROTON & STONINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$600,000.00	
Capital stock outstanding,	600,000.00	
Bonds outstanding,	375,000.00	
Floating indebtedness,	29,600.00	
Total stock, bonds, and floating debt,	1,004,600.00	
Capital stock issued per mile of road owned,	30,372.05	
Bonds issued per mile of road owned,	18,982.53	
Cost of construction,	856,828.64	
Cost of equipment,	159,066.98	
Total cost of construction and equipment,	1,015,695.62	
Cost of construction and equipment per mile of road owned,	51,414.61	
Gross earnings from operation,	108,741.78	
Operating expenses,	55,042.66	
Net earnings,	53,699.12	
Income from other sources,	374.37	
Gross income from all sources,	54,073.49	
Per cent. of operating expenses to gross earnings,		50.61
Gross earnings per mile operated,	5,504.51	
Operating expenses per mile operated,	2,786.26	
Net earnings per mile operated,	2,718.25	
Gross earnings per mile run,	.2434	
Operating expenses per mile run,	.1232	
Net earnings per mile run,	.1202	
Gross earnings per car hour,	3.0154	
Operating expenses per car hour,	1.5263	
Net earnings per car hour,	1.4891	
Taxes paid state,	7,909.62	
Interest paid,	20,617.78	
Dividend paid,	22,000.00	
Total length of main track owned,		19.755
Total length of main track operated,		19.755
Total car mileage,		446,694
Total car hours,		36,062
Fare passengers carried,		2,130,703
Fare passengers per mile run (passenger),		5.047
Fare passengers per car hour (passenger),		63.563

Fare passengers per mile of main track operated, .	107,856
Number of employees,	40
Accidents: Injured,	44

Description of Lines.

From	To	Length of road (first main track).	Total length of main track.	Length of sidings and turnouts.	Total computed as single track.
Ferry Landing, Groton, Conn.,	State Line, Pawcatuck, Conn.	19.755	19.755	.90	20.655

Corporate Name and Address of Company.

The Groton and Stonington Street Railway Company, Mystic, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized August 17, 1903, under the laws of the State of Connecticut.

Open for traffic, December 19, 1904.

Officers of the Company.

Name.	Title.	Official address.
THOMAS HAMILTON,	President,	New London, Conn.
B. F. WILLIAMS,	Vice-President,	Mystic, "
CHAS. D. NOYES,	Secretary,	Norwich, "
COSTELLO LIPPITT,	Treasurer,	" "
THOMAS W. RYLEY,	General Manager,	Mystic, "
CHAS. W. COMSTOCK,	General Counsel,	Norwich, "

Directors of the Company.

Name.	Residence.
B. A. ARMSTRONG,	New London, Conn.
A. H. CHAPPELL,	" " "
THOMAS HAMILTON,	Groton, "
C. R. HANSCOM,	New London, "
C. W. COMSTOCK,	Norwich, "
C. D. NOYES,	" "
COSTELLO LIPPITT,	" "
B. F. WILLIAMS,	Mystic, "
EDWIN W. HIGGINS,	Norwich, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred,	\$200,000.00	2,000	\$100.00	\$200,000	6	\$12,000
Common,	400,000.00	4,000	100.00	400,000	2½	10,000
Total,	\$600,000.00	6,000	.....	600,000	..	\$22,000

Total number of stockholders, 220.

Total number of stockholders in this state, 199.

Amount of stock held in this state, \$585,300.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Gold.	July 1, 1904.	20	July 1, 1924.	\$875,000.00	\$375,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 19.755 miles

Capital stock outstanding, \$30,372.05

Funded debt outstanding, 18,982.53

Total, \$49,354.58

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization,	\$112,987.90			\$112,987.90
Engineering and superintend- ence,	128,571.17			128,571.17
Right of way,	20,710.97			20,710.97
Track and roadway construc- tion,	442,719.22			442,719.22
Electric line construction, . .	55,019.98			55,019.98
Real estate used in operation of road,	11,553.78			11,553.78
Buildings and fixtures used in operation of road,	61,084.56			61,084.56
Interest and discount,	24,081.16			24,081.16
Total construction,	\$856,628.64			\$856,628.64
Power plant equipment,	\$58,884.27			\$58,884.27
Shop tools and machinery, . .	1,575.12			1,575.12
Cars,	44,849.07			44,849.07
Electric equipment of cars, . .	48,619.08			48,619.08
Miscellaneous equipment, . . .	2,778.82			2,778.82
Miscellaneous,	12,860.67			12,860.67
Total equipment,	\$159,066.98			\$159,066.98
Grand total construction and equipment,	1,015,695.62			\$1,015,695.62
Cost of construction and equip- ment per mile of road owned exclusive of sidings and turnouts,	\$51,414.61			\$51,414.61

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$108,741.78	
Operating expenses,	55,042.66	
Net earnings from operation,		\$53,699.12
Miscellaneous income:		
Sale of land,	\$237.00	
Readjustment of insurance,	137.37	374.37
Gross income less operating expenses,		\$54,073.49
Deductions from income:		
Taxes:		
On capital stock,	\$7,694.12	
On earnings (express),	215.50	\$7,909.62

Income Account for Year ending June 30, 1909. — Continued.**Interest:**

On funded debt,	\$18,750.00	
On floating debt,	1,867.78	20,617.78

Other deductions from income:

Thames Ferry Co., ferry tickets,	3,934.90	
Sundry express accounts,	898.81	33,361.11
Net income,		<u>\$20,712.38</u>

Deductions from net income:

New equipment and fixtures,	\$1,213.14	
Dividends 6% on \$200,000 preferred stock,	12,000.00	
Dividends 2½% on \$400,000 common stock,	10,000.00	23,213.14

Deficit for year,		<u>\$2,500.76</u>
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Surplus at beginning of year,	\$25,089.89	
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Profit or loss adjustments during year:

Debits,		25,089.89
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Surplus at close of year,		<u>\$22,589.13</u>
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Gross Earnings from Operation.**Car earnings:**

Passengers,	\$95,555.00	
Chartered cars,	274.60	
Express,	6,232.40	
Tickets sold by Thames Ferry Co.,	5,843.16	\$107,905.16

Miscellaneous earnings:

Advertising,	\$594.86	
Sale of junk, etc.,	229.05	
Miscellaneous,	12.71	836.62

Total,		<u>\$108,741.78</u>
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Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$3,989.78	
Maintenance of electric line,	539.15	
Maintenance of buildings and fixtures,	507.29	
Total,		<u>\$5,036.22</u>

Equipment:

Maintenance of steam plant,	\$382.40	
Maintenance of electric plant,	33.34	
Maintenance of cars,	3,720.40	
Maintenance of electric equipment of cars,	3,306.14	
Maintenance of miscellaneous equipment,	216.41	
Miscellaneous shop expenses,	565.90	
Total,		<u>8,224.59</u>

Operating Expenses.—Continued.**TRANSPORTATION.****Operation of power plant:**

Power plant wages,	\$4,183.34
Fuel for power,	8,989.60
Water for power,	684.63
Lubricants and waste for power plant,	574.20
Miscellaneous supplies and expenses of power plant,	202.31

Total, 14,634.08

Operation of cars:

Superintendence of transportation,	\$1,400.00
Wages of conductors,	7,646.77
Wages of motormen,	7,679.90
Wages of miscellaneous car service employees,	765.08
Wages of car house employees,	1,782.16
Car service supplies,	1,009.79
Miscellaneous car service expenses,	254.19
Cleaning and sanding track,	511.85
Removal of snow and ice,	21.46

Total, 21,071.20

GENERAL.

Salaries of general officers,	\$2,517.00
Salaries of clerks,	520.00
Printing and stationery,	212.95
Miscellaneous office expenses,	185.71
Advertising and attractions,	191.44
Miscellaneous general expenses,	583.18
Damages,	487.49
Legal expenses in connection with damages,	150.50
Miscellaneous legal expenses,	120.00
Rent of land and buildings,	95.00
Insurance,	1,013.30

Total, 6,076.57

Grand total, \$55,042.66

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$1,015,695.62	Construction and equip- ment,	\$1,015,695.62	.....	.....
15,685.27	Current assets as follows:			
4,800.00	Cash,	15,007.51	.....	\$677.76
2,000.00	Bills receivable,	4,800.00	.....	.....
	Material and supplies,	2,000.00	.....	.....
\$1,037,680.89	Total,	\$1,087,003.18	.....	\$677.76

Comparative General Balance Sheet.—Continued.

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$200,000.00	Capital stock, preferred,	\$200,000.00	.....	.....
400,000.00	Capital stock, common,	400,000.00	.....	.....
375,000.00	Funded debt, . . .	375,000.00	.....	.....
	Current liabilities as fol-			
	lows:			
28,000.00	Loans and notes payable,	29,600.00	\$1,600.00	.....
150.00	Matured interest on			
	funded debt unpaid,	349.00	199.00	.....
66.00	Dividends unpaid, . .	90.00	24.00	.....
	Accrued liabilities as fol-			
	lows:			
9,375.00	Interest on funded debt	9,375.00	.....	.....
	accrued and not yet due,			
25,089.89	Surplus,	22,589.13	.....	\$2,500.76
\$1,087,680.89	Total,	\$1,087,003.18	\$1,823.00	\$2,500.76

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	422,153
Freight, mail, and express car mileage,	24,541
Total car mileage,	446,694
Passenger car hours,	33,521
Freight, mail, and express car hours,	2,541
Total car hours,	36,062
Fare passengers carried,	2,130,703
Complimentary and passes,	38,514
Total passengers carried,	2,169,217
*Average fare, revenue passengers,	.0477
*Average fare, all passengers (including transfer passengers), . .	.0469
Car earnings per car mile,	.2415
Miscellaneous earnings per car mile,	.0019
Gross earnings per car mile,	.2434
Car earnings per car hour,	2.9922
Miscellaneous earnings per car hour,	.0232
Gross earnings per car hour,	3.0154
Operating expenses per car mile,	.1232

*In computing "Average Fare Revenue Passengers" and "Average Fare All Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received for tickets sold by the Ferry Co. These tickets (or transfers) include a ferry fare and a ride to the first fare terminal of this company.

Operating expenses and taxes per car mile,	.1409
Operating expenses per car hour,	1.5263
Operating expenses and taxes per car hour,	1.7456
Operating expenses per cent. of gross earnings,	50.61
Operating expenses and taxes per cent. of gross earnings,	57.89
Average number of employees, not including officials, during year,	40
Aggregate amount of wages paid employees,	\$25,985.42
Amount of salaries paid officials,	3,917.00

Mileage, Traffic, and Miscellaneous Statistics.—*Continued.*

CROSSINGS, ETC.

Steam railroad crossings over grade,	3
Steam railroad crossings under grade,	1
Commutation or other forms of tickets: 50 ride school tickets sold at three cents per fare, from 7 a. m. to 5 p. m. Special rate workingmen's ticket sold at 40 rides for \$1.50, good only between certain points.	

Description of Road and Equipment.

TRACK.

	Owned.	Total operated.
Length of road (first main track),	19.755	19.755
Length of sidings and turnouts,	.900	.900
Total computed as single track,	20.655	20.655

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lbs.	41.81	41.81
Girder Groove, . . . . .	.....	.253	.253
Total miles of, . . . . .	.....	41.563	41.563

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block,	.0965
Vitrified brick,	.0132
Total miles,	.1097

Description of Road and Equipment.—*Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	8	.....	8
Open passenger cars,	8	2	10
Total passenger cars,	16	2	18
Express cars,	1	.....	1
Work cars,	1	.....	1
Miscellaneous, . . . . .	.....	1	1
Total,	18	3	21

EMPLOYEES.

	Average number of hrs. on duty per day.	Wages per day.
Conductors,	10	\$2.10
Motormen,	10	2.10
Watchmen,	12	2.10
Roadmen,	10	1.50
Engineers,	12	2.75
Firemen,	12	2.00
Electricians,	10	3.09
Machinists and mechanics,	10	2.10

List of All Accidents During the Year ended June 30, 1909.

Passengers, injured from their own misconduct or carelessness,	29
Other persons, injured from their own misconduct or carelessness,	15

Total, 44

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$487.49

Description of Accidents.

July 1, 1908. Woman stepped off moving car; was thrown; little hurt.

July 4, 1908. Man stepped in front of moving car; foot injured.

July 7, 1908. Man tried to board moving car; fell, injuring arm.

July 11, 1908. Woman stepped off moving car; face slightly cut.

July 20, 1908. Woman tried to change seats while car was in motion;
side injured.

July 29, 1908. Horse frightened at car; man jumped from carriage; face
bruised.

- Aug. 3, 1908. Car collided with buggy; man bruised.
- Aug. 5, 1908. Man tried to leave car by stooping under guard-rail; head bumped.
- Aug. 12, 1908. Girl jumped from moving car; leg injured.
- Aug. 21, 1908. Intoxicated man fell while boarding car; face cut.
- Aug. 31, 1908. Window fell on man's hand while car was in motion; hand cut.
- Sept. 6, 1908. Man fainted on car.
- Sept. 18, 1908. Intoxicated man fell in front of moving car; slightly bruised by fender.
- Sept. 29, 1908. Boy jumped off moving car; face scratched.
- Oct. 4, 1908. Intoxicated man struck by car; no serious injury.
- Oct. 17, 1908. Woman stepped on car after it started, throwing her to ground; knee bruised.
- Oct. 21, 1908. Man fell while leaving car; head scratched.
- Oct. 30, 1908. Boy slipped on running board; arm bruised.
- Nov. 5, 1908. Woman ran in front of moving car; picked up by fender; slightly bruised.
- Nov. 20, 1908. Intoxicated man attempted to leave car in motion; fell to ground; head cut.
- Nov. 28, 1908. Car picked up man in fender; arm hurt.
- Dec. 1, 1908. Intoxicated man fell from car; no serious injury.
- Dec. 17, 1908. Woman while boarding car tore dress.
- Dec. 20, 1908. Boy slipped on running board and fell; nose cut.
- Dec. 31, 1908. Intoxicated man fell while leaving car; left leg bruised.
- Jan. 8, 1909. Man knocked down while on track by car; slightly bruised.
- Jan. 24, 1909. Man while leaving car stepped over running board and fell; right arm injured.
- Jan. 30, 1909. Old man leaving standing car, turned ankle and fell.
- Feb. 8, 1909. Man changing seats while car was in motion slipped on running board and fell; back bruised.
- Feb. 23, 1909. Woman stepped from car in motion and fell; face cut.
- March 9, 1909. Man walking on track was struck by car; right arm bruised.
- March 15, 1909. Collision between car and team; driver thrown to ground and side injured.
- March 21, 1909. Boy riding bicycle near track was struck by running board; shoulder injured.
- April 1, 1909. Man slipped in moving and fell; face injured.
- April 18, 1909. Boy fell from moving car; right arm bruised.
- April 22, 1909. Intoxicated man fell from seat on floor; bruised face.
- April 30, 1909. Boy stealing ride jumped from car; sprained left leg.
- May 4, 1909. Woman in night ran into trolley pole with automobile.
- May 16, 1909. Horses frightened at car; man and woman thrown out of wagon.
- May 19, 1909. Woman standing on car seat fell on another passenger; sprained wrist.
- May 28, 1909. Man jumped from moving car; sprained ankle.
- June 2, 1909. Driver of team injured slightly in collision.

June 16, 1909. Man stepped in front of moving car; was thrown and slightly bruised.

June 30, 1909. Man tried to board car in motion; bruised hand.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, Thomas Hamilton, President, and Costello Lippitt, Treasurer, of the Groton and Stonington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

COSTELLO LIPPITT,

Treasurer.

Sworn and subscribed to before me, this ninth day of September, A. D. 1909.

GUY B. DOLBEARE,

Notary Public.

HARTFORD & SPRINGFIELD STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	785,000.00	
Bonds outstanding,	961,000.00	
Floating indebtedness,	46,000.00	
Total stock, bonds, and floating debt,	1,792,000.00	
Capital stock issued per mile of road owned,	17,463.84	
Bonds issued per mile of road owned,	21,379.31	
Cost of construction,	1,304,024.30	
Cost of equipment,	476,969.86	
Total cost of construction and equipment,	1,780,994.16	
Cost of construction and equipment per mile of road owned,	39,621.68	
Gross earnings from operation,	188,973.88	
Operating expenses,	126,061.08	
Net earnings,	62,912.80	
Gross income from all sources,	62,912.80	
Per cent. of operating expenses to gross earnings,		66.70
Gross earnings per mile operated,	4,204.09	
Operating expenses per mile operated,	2,804.47	
Net earnings per mile operated,	1,399.62	
Gross earnings per mile run,	.21214	
Operating expenses per mile run,	.13729	
Net earnings per mile run,	.07485	
Gross earnings per car hour,	2.8425	
Operating expenses per car hour,	1.8962	
Net earnings per car hour,	.9463	
Taxes paid state,	12,502.76	
Interest paid,	49,569.86	
Total length of main track owned,		44.950
Total length of main track operated,		44.950
Total car mileage,		890,772
Total car hours,		66,481
Fare passengers carried,		3,552,413
Fare passengers per mile run (passenger),		4.0678
Fare passengers per car hour (passengers),		58.7360
Fare passengers per mile of main track operated,		79,029
Number of employees,		90
Accidents: Injured,		7

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
East Windsor Hill	State Line.	13.000	2.828	15.828
Windsor	Suffield.	9.700	.056	9.756
Enfield Street	Somers.	7.800	.057	7.857
Warehouse Point	Union Street, Rockville,	14.450	.214	14.664
Total, . . . . .	.....	44.950	3.150	48.100

Corporate Name and Address of Company.

Hartford and Springfield Street Railway Co., Treasurer's office, 53 State St., Boston, Mass.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized February 11, 1895, under Connecticut laws, as the Enfield and Longmeadow Electric Railway Co.

On April 1, 1904, purchased all the rights, property and franchises of the Somers and Enfield Electric Railway Co.

On September 1, 1904, purchased all the property, rights and franchises of the Windsor Locks Traction Co.

On July 20, 1906, purchased all the property, rights and franchises of the Rockville, Broad Brook and East Windsor Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM A. TUCKER,	President,	Boston, Mass.
THOS. C. PERKINS.	1st Vice-President,	Hartford, Conn.
ARTHUR PERKINS,	Secretary,	" "
CHAUNCEY ELDRIDGE,	Treasurer,	Boston, Mass.
H. S. NEWTON,	General Manager,	Warehouse Pt., Conn.

Directors of the Company.

Name.	Residence
WM. A. TUCKER,	Boston, Mass.
CHAUNCEY ELDRIDGE,	" "
THOS. C. PERKINS,	Hartford, Conn.
FRANCIS R. COOLEY,	" "
NORMAND F. ALLEN,	" "
HAROLD STEVENS,	" "
CHAS. A. THOMPSON,	Ellington, "
FRANCIS T. MAXWELL,	Rockville, "
FREDERIC HARRIS,	Springfield, Mass.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Tuesday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred,	\$1,000,000.00	2,850	\$100.00	\$285,000.00
Common,		5,000	100.00	500,000.00
Total,	\$1,000,000.00	7,850	.....	\$785,000.00

Total number of stockholders, 333.

Total number of stockholders in this state, 214.

Amount of stock held in this state, \$155,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage,	July 1, 1901	20	July 1, 1921	\$600,000.00	\$600,000.00
Windsor Locks Traction Co., 1st Mgt.,	July 1, 1904	20	July 1, 1924	300,000.00	161,000.00
Rockville, Broad Brook & East Windsor St. Ry. Co., 1st Mgt.,	April 1, 1906	20	April 1, 1926	300,000.00	200,000.00
Total, . . . . .	.....	.....	.....	\$1,200,000.00	\$961,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$30,000.00
5 per cent.	January and July.	8,050.00
5 per cent.	April and October.	10,000.00
Total, . . . . .	.....	\$48,050.00

Per mile of single track owned exclusive of sidings and turnouts, 44.950 miles.

Capital stock outstanding, \$17,463.84

Funded debt outstanding, 21,379.31

Total, \$38,843.15

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Track and roadway construction, . . .	\$1,041,931.78	\$199.68		\$1,042,131.46
Electric line construction, . . .	202,851.06	68.15		202,419.21
Real estate used in operation of road, . . .	45,772.44			45,772.44
Buildings and fixtures used in operation of road, . . .	10,445.89	255.80		10,701.19
Investment real estate, . . .	8,000.00			8,000.00
Interest and discount, . . .				
Total construction, . . .	\$1,808,500.67	\$523.63		\$1,804,024.80
Power plant equipment, . . .	\$178,182.02	\$336.26		\$178,518.28
Shop tools and machinery, . . .	592.61			592.61
Cars, . . .	295,296.65	276.91		295,573.56
Electric equipment of cars, . . .	1,075.41			1,075.41
Miscellaneous equipment, . . .	1,210.00			1,210.00
Interest and discount, . . .				
Total equipment, . . .	\$476,856.69	613.17		\$476,969.86
Grand total construction and equipment, . . .	\$1,779,857.36	\$1,136.80		\$1,780,994.16
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . .				\$39,621.68

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$188,973.88	
Operating expenses,	126,061.08	
Net earnings from operation,		\$62,912.80
Gross income less operating expenses,		\$62,912.80
Deductions from income:		
Taxes:		
On real and personal property,	\$79.50	
On capital stock,	12,502.76	
*Miscellaneous,	1,017.74	\$13,600.00
*Sprinkling tax,	\$30.00	
Pro. R. R. Com. expense,	91.31	
Over accrual,	896.43	
	\$1,017.74	

Income Account for Year ending June 30, 1909.—Continued.**Interest:**

On funded debt,	\$48,050.00		
On floating debt,	1,519.86	49,569.86	63,169.86

Deficit,			\$257.06
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Deficit for year,			\$257.06
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Surplus at beginning of year,	\$3,088.87		
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Profit or loss adjustments during year:

Credits: Adjustment stock account,		369.02	3,457.89
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Surplus at close of year,			\$3,200.83
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Gross Earnings from Operation.**Car earnings:**

Passengers,	\$186,120.23		
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Freight, \$2,292.33; less expense, \$1,177.41,	1,114.92		
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Mail,	902.59		
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 \$188,137.74
Miscellaneous earnings:

Advertising,	\$339.15		
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Rent of land and buildings,	12.00		
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Sale of power,	361.21		
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Other miscellaneous earnings—sundries,	123.78		
--	--------	--	--

 836.14

Total,			\$188,973.88
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Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$6,461.85		
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Maintenance of electric line,	2,949.93		
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Maintenance of buildings and fixtures,	374.75		
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Total,			\$9,786.53
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Equipment:

Maintenance of steam plant,	\$1,720.64		
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Maintenance of electric plant,	348.70		
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Maintenance of cars,	7,384.82		
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Maintenance of electric equipment of cars,	5,970.86		
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Maintenance of miscellaneous equipment,	148.44		
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Miscellaneous shop expenses,	1,578.25		
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Total,			17,151.71
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Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$6,449.06
Fuel for power,	26,341.41
Water for power,	25.00
Lubricants and waste for power plant,	740.00
Miscellaneous supplies and expenses of power plant,	197.56

Total,	33,753.03
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Operation of cars:

Superintendence of transportation,	\$938.57
Wages of conductors,	15,450.86
Wages of motormen,	15,707.21
Wages of miscellaneous car service employees,	2,128.89
Wages of car house employees,	3,087.41
Car service supplies,	975.81
Miscellaneous car service expenses,	1,030.68
Cleaning and sanding track,	1,233.29
Removal of snow and ice,	318.21

Total,	40,870.93
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GENERAL.

Salaries of general officers,	\$3,999.96
Salaries of clerks,	1,802.97
Printing and stationery,	271.92
Miscellaneous office expenses,	1,618.17
Advertising and attractions, \$9,796.87; less park receipts, \$2,889.05,	6,907.82
Miscellaneous general expenses,	2,083.10
Damages,	390.30
Miscellaneous legal expenses,	345.09
Rent of land and buildings,	15.00
Rent of tracks and terminals,	706.75
Insurance: Fire, \$3,492.56; accident, \$2,865.24,	6,357.80

Total,	24,498.88
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Grand total,	\$126,061.08
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Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$1,779,857.86	Construction and equip- ment,	\$1,780,994.16	\$1,136.80	
11,040.24	Other permanent invest- ments as follows:			
	Stocks and bonds of other companies,	11,040.24		
6,345.56	Current assets, as follows:			
2,875.48	Cash,	3,370.44		\$2,975.12
18,059.54	Bills receivable,	2,741.21	365.73	
2,084.90	Material and supplies,	8,967.26		4,092.28
	Prepaid accounts,	1,952.52		82.38
\$1,814,713.08	Total,	\$1,809,065.83	\$1,502.58	\$7,149.78

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$285,000.00	Capital stock, preferred,	\$285,000.00		
500,000.00	Capital stock, common,	500,000.00		
961,000.00	Funded debt,	961,000.00		
	Current liabilities as fol- lows:			
45,000.00	Loans and notes pay- able,	46,000.00	\$1,000.00	
10,649.46	Accounts payable,	2,993.82		\$7,655.64
	Accrued liabilities as fol- lows:			
7,474.78	Taxes accrued and not yet due,	8,371.16	896.43	
2,500.02	Interest on funded debt accrued and not yet due,	2,500.02		
3,088.87	Surplus,	3,200.83	111.96	
\$1,814,713.08	Total,	\$1,809,065.83	\$2,008.39	\$7,655.64

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	873,286
Freight, mail, and express car mileage,	17,486
Total car mileage,	890,772
Passenger car hours,	60,481
Freight, mail, and express car hours,	6,000
Total car hours,	66,481
Fare passengers carried,	3,552,413
Transfer passengers carried,	158,942
Total passengers carried,	3,711,355
Average fare, revenue passengers,	.0523

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Average fare, all passengers (including transfer passengers),	.0501
Car earnings per car mile,	.21121
Miscellaneous earnings per car mile,	.00093
Gross earnings per car mile,	.21214
Car earnings per car hour,	2.8299
Miscellaneous earnings per car hour,	.0126
Gross earnings per car hour,	2.8425
*Operating expenses per car mile,	.13729
Operating expenses and taxes per car mile,	.15255
Operating expenses per car hour,	1.8962
Operating expenses and taxes per car hour,	2.1007
Operating expenses per cent. of gross earnings,	66.70
Operating expenses and taxes per cent. of gross earnings,	73.90
Average number of employees, not including officials, during year,	90
Aggregate amount of wages paid employees,	\$67,542.79
Amount of salaries paid officials,	3,999.96

CROSSINGS, ETC.

Steam railroad crossings under grade,	2
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Description of Road and Equipment.**TRACK.**

	Owued.	Operated.
Length of road (first main track),	44.950	44.950
Length of sidings and turnouts,	3.150	3.150
Total computed as single track,	48.100	48.100

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	56, 60, 70	48.100	48.100

Gauge of track, 4 feet 8½ inches.

*In order to arrive at correct results in computing the operating expense per car mile, it is necessary to take into consideration the fact that the cars of this company operated, during the period covered by this report, 275,650 miles over the tracks of the Hartford lines of the Connecticut Company in excess of the mileage reported, viz., 890,772. The accounts affected are 6, 7, 9, and 21, which amount to \$15,909.74. Dividing this figure by the combined mileage, viz., 1,166,442, shows the actual cost of maintenance of cars and equipment per mile as .01364. Deducting this amount, viz., \$15,909.74, from the total cost of operation, \$126,061.08, leaves a balance of \$110,151.34 to be divided by the actual number of car miles operated over the tracks of the Hartford and Springfield Street Railway Company, viz., 890,772, showing a cost per car mile of .12365, and the sum of these two items gives the gross operating expenses per car mile as .13729, as shown in the report.

Description of Road and Equipment.—Continued.

PAVING.

Macadam,	Miles. 2.330
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CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule	17	.....	17
Open passenger cars	26	1	27
Total passenger cars	43	1	44
Express cars	2	.....	2
Work cars	8	.....	8
Snow plows	4	.....	4
Total	52	1	53

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9.5	\$2.10 to \$2.40
Motormen,	9.5	2.10 to 2.40
Starters,	10	2.50
Watchmen,	12	2.00
Switchmen,	10	1.50
Linemen,	10	2.00 to 3.00
Engineers,	12	2.50 to 4.00
Firemen,	12	2.25
Electricians,	12	2.75
Machinists and mechanics,	10	2.00 to 4.00

List of All Accidents During the Year ended June 30, 1909.

Cause and nature of injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.	TOTAL.
	Injured.	Injured.
Other persons,	7	7
Total,	7	7

Description of Accidents.

July 18, 1908. Collision between car and wagon; driver slightly bruised.
 August 1, 1908. Man jumped from moving car; arm slightly bruised.
 August 29, 1908. Woman jumped from moving car; arm slightly bruised.
 August 31, 1908. Drunken man struck by car; ankle and two ribs broken.
 April 19, 1909. Intoxicated man fell against car; slight bruises.
 June 12, 1909. Man jumped from moving car; face scratched.
 June 20, 1909. Man jumped from moving car; slightly bruised.

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
 COUNTY OF SUFFOLK, } ss.

Personally appeared before me, Wm. A. Tucker, President, and Chauncey Eldridge, Treasurer, of the Hartford and Springfield Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

WM. A. TUCKER,

President.

CHAUNCEY ELDRIDGE,

Treasurer.

Sworn and subscribed to before me, this twenty-first day of August, A. D. 1909.

DAN'L K. SNOW,

Justice of the Peace.

NEW LONDON & EAST LYME STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$225,000.00	
Capital stock outstanding,	150,000.00	
Bonds outstanding,	200,000.00	
Floating indebtedness,	142,409.91	
Total stock, bonds and floating debt,	492,409.91	
Capital stock issued per mile of road owned,	13,636.36	
Bonds issued per mile of road owned,	18,181.82	
Cost of construction,	381,028.42	
Cost of equipment,	97,716.06	
Total cost of construction and equipment,	478,744.48	
Cost of construction and equipment per mile of road owned,	43,522.23	
Gross earnings from operation,	45,106.97	
Operating expenses,	32,262.90	
Net earnings,	12,844.07	
Gross income from all sources,	12,844.07	
Per cent. of operating expenses to gross earnings,		71.52
Gross earnings per mile operated,	4,100.63	
Operating expenses per mile operated,	2,932.99	
Net earnings per mile operated,	1,167.64	
Gross earnings per mile run,	.2354	
Operating expenses per mile run,	.1684	
Net earnings per mile run,	.0670	
Gross earnings per car hour,	3.327	
Operating expenses per car hour,	2.379	
Net earnings per car hour,	.0948	
Taxes paid state,	2,876.65	
Interest paid,	12,722.69	
Total length of main track owned,		11.000
Total length of main track operated,		11.000
Total car mileage,		191,608
Total car hours,		13,556
Fare passengers carried,		893,722
Fare passengers per mile run (passenger),		5.264
Fare passenger per car hour (passenger),		76.517
Fare passengers per mile of main track operated,		81,247
Number of employees,		26

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
New London, Ct.	Niantic, Ct.	11.000	11.000	.1882	11.1882

Corporate Name and Address of Company.

The New London and East Lyme Street Railway Co., New London, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Chartered as The East Lyme Street Railway Co., 1899. In 1901 time for organization extended to May 17, 1903. Organized February 7, 1903. By amendment to charter, 1903, the time allowed for construction was extended to July 1, 1905. Charter again amended 1905, and said time extended to July 1, 1907. Construction began March, 1905. Part of road opened October 7, 1905. Construction and equipment practically completed December 7, 1905. Name changed December, 1904, to The New London and East Lyme Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
THOMAS HAMILTON,	President,	New London, Conn.
WALTER R. DENISON,	Vice-President,	Groton, "
FRED'K P. LATIMER,	Secretary,	New London, "
S. W. C. JONES,	Treasurer,	35 Wall St., New York.
FRED'K P. LATIMER,	General Counsel,	New London, Conn.
L. G. RUDD,	Superintendent,	" " "

Directors of the Company.

Name.	Residence.
THOMAS HAMILTON,	Groton, Conn.
S. W. C. JONES,	New York.
WALTER R. DENISON,	Groton, Conn.
FRED'K P. LATIMER,	" "
PHILIP C. DUNFORD,	New London, Conn.
CHAS. H. KLINCK,	" " "
CHAPMAN H. HYAMS, JR.,	New Orleans, La.
SELDON B. MANWARING,	Waterford, Conn.
JAMES R. LINSLEY,	New London, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Tuesday in August.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred,	\$70,000	700	\$100	\$70,000
Common,	155,000	800	100	80,000
Total,	\$225,000	.....	.....	\$150,000

Total number of stockholders, 50.

Total number of stockholders in this state, 46.

Amount of stock held in this state, \$135,900.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Coupon bonds .	Apr. 1, 1905	30	1935	\$200,000	\$200,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$10,000

Per mile of single track owned exclusive of sidings and turnouts, 11.000 miles

Capital stock outstanding, \$13,636.36

Funded debt outstanding, 18,182.82

Total, **\$31,819.18**

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Total cost to June 30, 1909.
Organization,	\$22,273.49	\$4,958.26	\$27,231.75
Engineering and superintendence,	7,070.52	.....	7,070.52
Right of way,	800.00	.....	800.00
Track and roadway construction,	210,821.71	480.80	211,302.01
Electric line construction,	64,573.60	542.26	65,115.86
Real estate used in operation of road,	875.00	.....	875.00
Buildings and fixtures used in operation of road,	20,680.02	288.19	20,918.21
Investment real estate,	7,511.94	.....	7,511.94
Interest and discount,	27,741.05	3,825.00	31,566.05
Miscellaneous,	9,187.08	.....	9,187.08
Total construction,	\$370,984.41	\$10,044.01	\$381,028.42
Power plant equipment,	\$19,224.25	494.25	\$19,718.50
Shop tools and machinery,	46.48	8.22	49.65
Cars,	70,908.13	.....	70,908.13
Electric equipment of cars,	8,873.79	.....	8,873.79
Miscellaneous equipment,	1,356.08	.....	1,356.08
Interest and discount,	1,672.83	.....	1,672.83
Miscellaneous,	187.08	.....	187.08
Total equipment,	\$97,218.59	\$497.47	\$97,716.06
Grand total construction and equipment,	\$468,203.00	.....	\$478,744.48

Cost of construction and equipment per mile of road owned exclu-
sive of sidings and turnouts, \$43,522.23

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$45,106.97
Operating expenses,	32,262.90
Net earnings from operation,	\$12,844.07

Income Account for Year ending June 30, 1909.—Continued.

Gross earnings less operating expenses				\$12,844.07
Deductions from income:				
Taxes: On capital stock,			\$2,876.65	
Interest:				
On funded debt,	\$10,000.00			
On real estate mortgages,	75.00			
On floating debt,	2,647.69	12,722.69	15,599.34	
Deficit,				\$2,755.27
Deficit for year,				\$2,755.27
Deficit at beginning of year,				\$14,422.19
Deficit at close of year,				\$17,177.46

Gross Earnings from Operation.

Car earnings:				
Passengers,			\$42,589.25	
Freight,			2,005.12	
Mail,			233.30	
				\$44,827.67
Miscellaneous earnings:				
Advertising,			\$189.00	
Other miscellaneous earnings,			90.30	
				279.30
Total,				\$45,106.97

Operating Expenses.**MAINTENANCE.**

Way and structures:				
Maintenance of track and roadway,			\$742.03	
Maintenance of electric line,			111.36	
Maintenance of buildings and fixtures,			191.70	
Total,				\$1,045.09
Equipment:				
Maintenance of electric plant,			\$101.44	
Maintenance of cars,			1,091.47	
Maintenance of electric equipment of cars,			463.44	
Miscellaneous shop expenses,			4.50	
Total,				1,660.85

Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$749.20
Miscellaneous supplies and expenses of power plant,	290.63
Hired power,	11,535.03

Total,	12,574.86
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Operation of cars:

Superintendence of transportation,	\$1,215.79
Wages of conductors,	2,862.06
Wages of motormen,	2,801.34
Wages of car house employees,	886.08
Car service supplies,	101.43
Miscellaneous car service expenses,	151.60
Cleaning and sanding track,	271.82
Removal of snow and ice,	5.19

Total,	8,295.31
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GENERAL.

Salaries of clerks,	\$795.00
Printing and stationery,	59.15
Miscellaneous office expenses,	126.10
Advertising and attractions,	1,259.07
Miscellaneous general expenses,	387.75
Damages,	538.96
Legal expenses in connection with damages,	153.00
Miscellaneous legal expenses,	250.00
Rent of land and buildings,	15.00
Rent of track and terminals,	5,102.76

Total,	\$8,686.79
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Grand total,	\$32,262.90
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Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$468,203.00	Construction and equipment,	\$478,744.48	\$10,541.48	.....
	Current assets, as follows:			
231.02	Cash,	95.52	.....	\$135.50
875.00	Accounts receivable,	875.00	.....	.....
14,422.19	Deficit,	17,177.46	2,755.27	.....
\$488,231.21	Total,	\$496,892.46	\$18,296.75	\$135.50

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
\$70,000.00	Capital stock, preferred, .	\$70,000.00	.....	.....
80,000.00	Capital stock, common, .	80,000.00	.....	.....
200,000.00	Funded debt,	200,000.00	.....	.....
1,500.00	Real estate mortgages, .	1,500.00	.....	.....
	Current liabilities, as follows :			
109,016.69	Loans and notes payable, .	140,909.91	\$31,893.22	.....
20,214.52	Accounts payable, . . .	1,482.55	.....	\$18,731.97
	Accrued liabilities as follows :			
2,500.00	Interest on funded debt ac- crued and not yet due, .	2,500.00	.....	.....
\$488,381.21	Total,	\$496,892.46	\$31,893.22	\$18,731.97

. Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	169,786
Freight, mail and express car mileage,	21,822
Total car mileage,	191,608
Passenger car hours,	11,680
Freight and express car hours,	1,876
Total car hours,	13,556
Fare passengers carried,	893,722
Total passengers carried,	893,722
Average fare, revenue passengers,	0.476
Average fare, all passengers (including transfer passengers),	0.476
Car earnings per car mile,	.2339
Miscellaneous earnings per car mile,	.0015
Gross earnings per car mile,	.2354
Car earnings per car hour,	.3306
Miscellaneous earnings per car hour,	.021
Gross earnings per car hour,	.3327
Operating expenses per car mile,	.1684
Operating expenses and taxes per car mile,	.1833
Operating expenses per car hour,	2.379
Operating expenses and taxes per car hour,	2.591
Operating expenses per cent. of gross earnings,	71.52
Operating expenses and taxes per cent. of gross earnings,	77.90
Average number of employees, not including officials, during year,	26
Aggregate amount of wages paid employees,	\$10,573.84

Commutation or others forms of tickets at reduced rates: Commutation books of 80, \$3.00; school tickets, books of 25, 75 cents; round trip ticket, Niantic and New London, 30 cents; round trip ticket, Flanders and New London, 25 cents.

Description of Road and Equipment.

TRACK.

	Owned.	Total operated.
Length of road (first main track), . .	11.000	11.000
Total length of main track,	11.000	11.000
Length of sidings and turnouts, . . .	.1882	.1882
Total computed as single track, . .	11.1882	11.1882

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (miles of), 11.1382.
 Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	3	.....	3
Open passenger cars,	5	.....	5
Total passenger cars,	8	.....	8
Combination cars,	1	.....	1
Work cars, . . . . .	.....	1	1
Snow plows,	1	.....	1
Total,	10	1	11

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.10
Motormen,	10	2.10
Watchmen,	10	2.25
Roadmen,	10	1.65
Engineers,	10	2.25
Machinists and mechanics,	10	2.25

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, Thomas Hamilton, President, and S. W. C. Jones, Treasurer, of the New London and East Lyme Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

S. W. C. JONES,

Treasurer.

Sworn and subscribed to before me, this fourteenth day of September,
A. D. 1909.

CHARLES B. WHITTLESEY,

Notary Public.

NORWICH AND WESTERLY RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$700,000.00	
Capital stock outstanding,	618,200.00	
Bonds outstanding,	750,000.00	
Floating indebtedness,	264,442.41	
Total stock, bonds, and floating debt,	1,632,642.41	
Capital stock issued per mile of road owned,	28,620.37	
Bonds issued per mile of road owned,	34,722.22	
Cost of construction,	995,454.64	
Cost of equipment,	314,247.69	
Total cost of construction and equipment,	1,309,702.33	
Cost of construction and equipment per mile of road owned,	60,634.36	
Gross earnings from operation,	65,545.83	
Operating expenses,	52,729.47	
Net earnings,	12,816.36	
Gross income from all sources,	12,816.36	
Per cent. of operating expenses to gross earnings,		80.45
Gross earnings per mile operated,	2,567.40	
Operating expenses per mile operated,	2,065.39	
Net earnings per mile operated,	502.01	
Gross earnings per mile run,	.2530	
Operating expenses per mile run,	.2036	
Net earnings per mile run,	.0494	
Gross earnings per car hour,	2.840	
Operating expenses per car hour,	2.285	
Net earnings per car hour,	0.555	
Taxes paid state,	5,176.17	
Interest (matured but not paid),	37,500.00	
Total length of main track owned,		21.600
Total length of main track operated,		25.530
Total car mileage,		259,046
Total car hours,		23,081
Fare passengers carried,		1,230,508
Fare passengers per mile run (passenger),		4.930
Fare passengers per car hour (passenger),		62.50
Fare passengers per mile of main track operated,		48,198
Number of employees,		35
Accidents: Killed,		3
Injured,		2

Description of Lines.

From—	To —	Length of road (first main track).	Total length of main track.	Length of sidings and turnouts.	Total computed as single track.
Norwich, Conn..	Westerly, R. I.,	21.600	21.600	2.740	24.340
Westerly, R. I.,	Ashaway, R. I.,	3.930	3.930	.243	4.173

Corporate Name and Address of Company.

Norwich and Westerly Railway Co. of Norwich, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized October 30, 1903.

Organized under laws of State of Connecticut.

Officers of the Company.

Name.	Title.	Official Address
A. E. LOCKE,	President,	Poquetanuck, Conn.
C. D. NOYES,	Secretary,	Norwich, "
H. P. PHELPS,	Treasurer,	Poquetanuck, "
H. P. PHELPS,	Auditor,	" "
C. W. COMSTOCK,	General Counsel,	Norwich, "
J. T. COUSINS,	Superintendent,	Poquetanuck, "

Directors of the Company.

Name.	Residence.
H. H. GALLUP,	Norwich, Conn.
C. D. NOYES,	" "
R. W. PERKINS,	" "
JOSEPH HALL,	" "
COSTELLO LIPPITT,	" "
C. W. COMSTOCK,	" "
F. S. JEROME,	" "
DR. E. H. KNOWLES,	North Stonington, Conn.
WM. SEGAR,	Westerly, R. I.
L. W. ARNOLD,	" "
A. E. LOCKE,	Lexington, Mass.
S. W. C. JONES,	New York City.
F. DE C. SULLIVAN,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in August.

Capital Stock.

Description	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$250,000.00	1,682	\$100.00	\$168,200.00
Common, . . .	450,000.00	4,500	\$100.00	450,000.00
Total, . . .	\$700,000.00	6,182		\$618,200.00

Total number of stockholders, 126.

Total number of stockholders in this state, 110.

Amount of stock held in this state, \$152,000.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mtg. Bds.,	Mar. 1.	80	March, 1986	\$750,000.00	\$750,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	March and September.	\$37,500.00

Per mile of single track owned exclusive of sidings and turnouts, 21.600 miles

Capital stock outstanding,	\$28,620.37
Funded debt outstanding,	34,722.22

Total,	\$63,342.59
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Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization,	\$74,878.10			\$74,878.10
Engineering and superin- tendence,	20,060.91			20,060.91
Right of way,	85,260.07			85,260.07
Track and roadway construc- tion,	559,205.86			559,205.86
Electric line construction.	178,115.00			178,115.00
Real estate used in opera- tion of road,	750.00			750.00
Buildings and fixtures used in operation of road,	88,470.66			88,470.66
Investment real estate, . . .	4,850.00			4,850.00
Interest and discount, . . .	18,386.83			18,386.83
Miscellaneous,	20,532.71			20,532.71
Total construction, . . .	\$995,454.64			\$995,454.64
Power plant equipment, . . .	\$196,447.37			\$196,447.37
Shop tools and machinery, . .	2,617.51			2,617.51
Cars,	52,289.45			52,289.45
Electric equipment of cars, . .	50,162.13			50,162.13
Miscellaneous equipment, . . .	6,825.75			6,825.75
Interest and discount, . . .	2,645.67			2,645.67
Miscellaneous,	8,259.81			8,259.81
Total equipment, . . .	\$314,247.69			\$314,247.69
Grand total construction and equipment, . . .	\$1,309,702.33			\$1,309,702.33
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,				\$60,634.86

Construction and Equipment.

	Total cost to June 30, 1909.
Organization,	\$600.00
Engineering and superintendence,	2,469.00
Right of way,	7,947.40
Track and roadway construction,	48,239.60
Electric line construction,	15,630.00
Miscellaneous,	114.00
Total construction,	\$75,000.00
Grand total construction and equipment,	\$75,000.00

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$65,545.83	
Operating expenses,	52,729.47	
Net earnings from operation,		\$12,816.36
Gross income less operating expenses,		\$12,816.36
Deductions from income:		
Taxes:		
On real and personal property,	\$323.83	
On capital stock,	5,176.17	5,500.00
Interest:		
On funded debt,	\$37,500.00	
On floating debt,	2,052.07	39,552.07
Rent of leased lines,	3,088.00	48,140.07
Net income deficit,		\$35,323.71
Deficit for year,		\$35,323.71
Deficit at beginning of year,	\$50,549.33	
Profit or loss adjustments during year:		
Debits,		50,549.33
Deficit at close of year,		\$85,873.04

Gross Earnings from Operation.

Car earnings:		
Passengers,	\$57,242.04	
Freight,	7,670.96	
Mail,	632.83	
Total,		\$65,545.83

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway,	\$2,972.44	
Maintenance of electric line,	567.58	
Maintenance of buildings and fixtures,	343.76	
Total,		\$3,883.78
Equipment:		
Maintenance of steam plant,	\$1,360.76	
Maintenance of electric plant,	35.61	
Maintenance of cars,	2,075.39	
Maintenance of electric equipment of cars,	1,832.10	
Maintenance of miscellaneous equipment,	81.26	
Miscellaneous shop expenses,	167.30	
Total,		5,552.42

Operating Expenses.—Continued.**TRANSPORTATION.****Operation of power plant:**

Power plant wages,	\$5,455.61
Fuel for power,	11,409.09
Lubricants and waste for power plant,	618.43
Miscellaneous supplies and expenses of power plant,	186.80

Total,	17,669.93
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Operation of cars:

Superintendence of transportation,	\$837.50
Wages of conductors,	5,158.12
Wages of motormen,	6,761.78
Wages of miscellaneous car service employees,	830.50
Wages of car house employees,	638.90
Car service supplies,	397.13
Miscellaneous car service expenses,	605.29
Cleaning and sanding track,	40.78
Removal of snow and ice,	11.75

Total,	15,281.75
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GENERAL.

Salaries of general officers,	\$1,235.00
Salaries of clerks,	830.97
Printing and stationery,	240.84
Miscellaneous office expenses,	169.36
Advertising and attractions,	1,884.10
Miscellaneous general expenses,	843.97
Damages,	828.20
Legal expenses in connection with damages,	129.80
Rent of land and buildings,	575.25
Rent of tracks and terminals,	2,480.10
Insurance,	1,124.00

Total,	10,341.59
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Grand total,	\$52,729.47
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Detailed Statement of Rentals of Leased Lines.

		Total amount of rental paid by lessee.
Ashaway and Westerly Railway Co.,		\$3,088.00
Total,		\$3,088.00

Comparative General Balance Sheet.

Total June 30, 1908.	Assets.	Total June 30, 1909.	Increase year ending June 30, 1909.	Decrease year ending June 30, 1909.
\$1,809,702.88	Construction & Equipm't, Other permanent invest- ments as follows :	\$1,809,702.88	.....	.....
320,000.00	Stocks and bonds of other companies,	320,000.00	.....	.....
	Current assets as follows:			
3,866.90	Cash,	1,299.87	.....	2,567.53
1,055.22	Bills receivable,	2,144.71	1,089.49	.....
1,994.28	Material and supplies,	1,127.85	.....	866.93
500.94	Prepaid accounts,	841.58	.....	159.41
50,549.83	Deficit,	85,878.04	85,828.71	.....
\$1,687,669.00	Total,	\$1,720,488.88	36,413.20	3,598.87

Total June 30, 1908.	Liabilities.	Total June 30, 1909.	Increase year ending June 30, 1909.	Decrease year ending June 30, 1909.
\$168,200.00	Capital stock, preferred,	\$168,200.00	.....	.....
450,000.00	Capital stock, common,	450,000.00	.....	.....
750,000.00	Funded debt,	750,000.00	.....	.....
	Current liabilities as fol- lows :			
245,188.85	Loans and notes payable,	247,890.55	2,701.70	.....
24,280.15	Accounts payable,	16,551.86	.....	7,728.29
87,500.00	Matured interest on funded debt unpaid,	75,000.00	37,500.00	.....
	Accrued liabilities as follows :			
.....	Taxes accrued and not yet due,	174.90	174.90	.....
12,500.00	Interest on funded debt accrued and not yet due,	12,500.00	.....	.....
.....	Insurance accrued	171.02	171.02	.....
\$1,687,669.00	Total,	1,720,488.88	40,547.62	7,728.29

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	249,596
Freight, mail, and express car mileage,	9,450
Total car mileage,	259,046
Passenger car hours,	19,700
Freight, mail, and express car hours,	3,381
Total car hours,	23,081
Fare passengers carried,	1,230,508
Total passengers carried,	1,230,508
Average fare, revenue passengers,	.0465
Average fare, all passengers (including transfer passengers),	.0465

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Car earnings per car mile,	.2530
Gross earnings per car mile,	.2530
Car earnings per car hour,	2.840
Gross earnings per car hour,	2.840
Operating expenses per car mile,	.2036
Operating expenses and taxes per car mile,	.2248
Operating expenses per car hour,	2.285
Operating expenses and taxes per car hour,	2.523
Operating expenses per cent. of gross earnings,	80.45
Operating expenses and taxes per cent. of gross earnings,	88.84
Average number of employees, not including officials, during year,	35
Aggregate amount of wages paid employees,	\$24,819.86
Amount of salaries paid officials,	2,072.50

CROSSINGS, ETC.

	No.
Steam railroad crossings under grade,	2

Commutation or other forms of tickets at reduced rates: School ticket books of 100 fares sold at \$3.50 per book. Commutation books of 100 fares sold at \$4.50 per book. Round trip tickets between Norwich and Westerly, 60 cents. Round trip tickets between Norwich and Lincoln Park, 15 cents. Round trip tickets between Westerly and Lincoln Park, 45 cents.

Description of Road and Equipment.**TRACK.**

	Owued.	Leased.	Total operated.
Length of road (first main track),	21.600	3.980	25.580
Total Length of main track,	21.600	3.980	25.580
Length of sidings and turnouts,	2.740	.242	2.982
Total computed as single track,	24.340	4.172	28.512

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lb	26.765	26.765
"T,"	60 lb	1.226	1.226
Girder Groove,	107 lb	.521	.521
Total miles of, . . . . .	.....	28.512	28.512

Gauge of track, 4 feet 8½ inches.

Description of Road and Equipment.—*Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars, equipped with full vestibule,	8	.....	8
Total passenger cars,	8	.....	8
Freight cars,	1	.....	1
Work cars,	1	.....	1
MISCELLANEOUS:			
Gondolas, . . . . .	.....	6	6
Coal cars, . . . . .	.....	19	19
Total,	10	25	85

EMPLOYEES.

	Average no. of hrs. on duty per day.	Wages per day.
Conductors,	10	\$2.30
Motormen,	10	2.50
Roadmen,	10	1.50
Linemen,	10	2.50
Engineers,	12	2.75
Firemen,	12	2.00
Electricians,	10	2.50
Machinists and mechanics,	10	2.75

List of All Accidents During the Year ended June 30, 1909.

Cause and nature of injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Other persons	3	2	3	2
Total,	3	2	3	2

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$250.21

Description of Accidents.

July 4th. Ayers Place, near North Summitt, George Clark while intoxicated fell asleep on track and was killed by east-bound car.

July 10th. Norwich, Conn., Helen J. Douw while attempting to step on moving car was thrown to street and slightly injured.

August 1st. Norwich, Conn., George Harrington in attempting to board a moving car fell under front wheels and was killed.

August 3d. Near Norwich Hospital for Insane, Frank Locke stopped team on crossing in front of moving car; wagon was wrecked and Locke thrown out and slightly injured.

September 5th. Varietyville, Thomas Potter while intoxicated fell asleep with both legs across rail, was run over by east-bound car and injured so badly that he died at Backus Hospital a few hours after accident.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, A. E. Locke, President, and H. P. Phelps, Treasurer, of the Norwich and Westerly Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

A. E. LOCKE,

President.

H. P. PHELPS,

Treasurer.

Sworn and subscribed to before me, this nineteenth day of August, A. D. 1909.

DWIGHT L. UNDERWOOD,

Notary Public.

PROVIDENCE & DANIELSON RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	1,000,000.00	
Bonds outstanding,	600,000.00	
Floating indebtedness,	19,652.35	
Total stock, bonds, and floating debt,	1,619,652.35	
Capital stock issued per mile of road owned,	38,328.86	
Bonds issued per mile of road owned,	22,997.32	
Cost of construction,	1,062,268.90	
Cost of equipment,	557,399.45	
Total cost of construction and equipment,	1,619,668.35	
Cost of construction and equipment per mile of road owned,	62,080.04	
Gross earnings from operation,	87,202.60	
Operating expenses,	81,403.19	
Net earnings,	5,799.41	
Income from other sources,	21,498.95	
Gross income from all sources,	27,298.36	
Per cent. of operating expenses to gross earnings,		93.35
Gross earnings per mile operated,	2,488.66	
Operating expenses per mile operated,	2,323.15	
Net earnings per mile operated,	165.51	
Gross earnings per mile run,	.1736	
Operating expenses per mile run,	.1620	
Net earnings per mile run,	.0116	
Gross earnings per car hour,	1.6751	
Operating expenses per car hour,	1.5637	
Net earnings per car hour,	.1114	
Taxes paid state,	280.48	
Interest paid,	30,440.80	
Total length of main track owned,		26.090
Total length of main track operated,		35.040
Total car mileage,		502,355
Total car hours,		52,059
Fare passengers carried,		1,288,181
Fare passengers per mile run (passenger),		3.2068
Fare passengers per car hour (passenger),		35.9135
Fare passengers per mile of main track operated,		36.763
Number of employees,		63
Accidents: Killed,		1
Injured,		3

Description of Lines.

From —	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Providence, R. I.	R. I.—Conn. State Line	24.110	1.095	25.205
R. I.—Conn. State Line	East Killingly, Conn.	1.980	.590	2.510
Total,	.....	26.090	1.625	27.715

Corporate Name and Address of Company.

Providence and Danielson Railway Company, Providence, R. I.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 7, 1893, under an act of the General Assembly of the State of Rhode Island, passed April 18, 1893; amended April 28, 1898, March 26, 1901, and March 28, 1901.

Officers of the Company.

Name.	Title.	Official address.
D. F. SHERMAN,	President,	Providence, R. I.
JAMES S. KENYON,	Vice-President,	" "
FRANKLIN A. SMITH, JR.,	Secretary,	" "
GEO. W. PRENTICE,	Treasurer,	" "
J. E. THIELSEN,	Supt. all Divisions,	North Scituate, R. I.

Directors of the Company.

Name.	Residence.
JAMES H. MORRIS,	Philadelphia, Pa.
JAMES S. KENYON,	Providence, R. I.
HARRY DAW,	" "
ALBERT H. OLNEY,	" "
GEO. W. PRENTICE,	" "
CHAS. A. POTTER,	" "
HERBERT W. RICE,	" "
D. F. SHERMAN,	" "
FRANKLIN A. SMITH, JR.,	" "

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Wednesday in January.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00
Total, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00

Total number of stockholders, 62.

Total number of stockholders in this state, 7.

Amount of stock held in this state, \$6,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage Bonds,	May 1, 1901	30	May 1, 1931	\$600,000.00	\$600,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$30,000.00

Per mile of single track owned exclusive of sidings and turnouts, 26.090 miles

Capital stock outstanding, \$38,328.86

Funded debt outstanding, 22,997.32

Total, \$61,326.18

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Additions during year.	Total cost to June 30, 1909.
Organization,	\$30,200.00	.....	\$30,200.00
Engineering and superintendence,	185,831.99	.....	185,831.99
Right of way,	14,723.22	\$2,500.00	17,223.22
Track and roadway construction,	892,763.62	4,053.77	396,817.89
Electric line construction,	158,850.48	564.92	159,415.40
Real estate used in operation of road,	1,799.25	21.80	1,821.05
Buildings and fixtures used in operation of road,	40,966.86	438.75	41,405.11
Investment real estate, . . . . .	.....	800.00	800.00
Interest and discount,	279,265.74	.....	279,265.74
Total construction,	\$1,054,389.66	\$7,879.24	\$1,062,268.90
Power plant equipment,	\$58,268.48	.....	\$58,268.48
Shop tools and machinery,	2,409.55	\$219.64	2,629.19
Cars,	85,126.83	431.45	85,557.78
Electric equipment of cars,	51,081.69	31.00	51,062.69
Interest and discount,	348,584.88	.....	348,584.88
Miscellaneous,	11,801.43	.....	11,801.43
Total equipment,	\$556,717.86	\$682.09	\$557,399.45
Grand total construction and equipment,	\$1,611,107.02	\$3,561.33	\$1,619,668.35
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	\$61,751.89	.....	\$62,080.04

Income Account for Year ending June 30, 1909.

Gross earnings from operation,	\$87,202.60	
Operating expenses,	81,403.19	
Net earnings from operation,		\$5,799.41
Miscellaneous income:		
Interest on deposits,	\$64.01	
Net income from rent of real estate, purchased as outside investment,	9.94	
Cash and coupons received without creating any liability against the company,	21,425.00	21,498.95
Gross income less operating expenses,		\$27,298.36

Income Account for Year ending June 30, 1909.—*Continued.*

Deductions from income:

Taxes:

On real and personal property,	\$325.00		
On capital stock,	280.48		
On earnings,	581.53		
Railroad com'rs' expenses, Conn.,	2.03		
Railroad com'rs' expenses, R. I.,	87.96	\$1,277.00	

Interest:

On funded debt,	\$30,000.00		1
On floating debt,	440.80	30,440.80	31,717.80

Net deficit,			\$4,419.44
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Deficit for year,			\$4,419.44
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Surplus at beginning of year,			35,971.82
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Surplus at close of year,			\$31,552.38
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Gross Earnings from Operation.

Car earnings:

Passengers,	\$61,256.02		
Chartered cars,	455.40		
Freight and express,	22,403.31		
Mail,	1,194.99	\$85,309.72	

Miscellaneous earnings:

Advertising,	\$1,000.00		
Rent of equipment,	892.88	1,892.88	

Total,			\$87,202.60
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Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway,	\$6,254.61		
Maintenance of electric line,	2,562.50		
Maintenance of buildings and fixtures,	511.57		

Total,			\$9,328.68
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Equipment:

Maintenance of steam plant and electric plant,	\$1,691.89		
Maintenance of cars,	6,774.38		
Maintenance of electric equipment of cars,	6,703.23		
Miscellaneous shop expenses,	65.54		

Total,			15,235.04
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Operating Expenses.—Continued.**TRANSPORTATION.****Operation of power plant:**

Power plant wages,	\$5,076.26
Fuel for power,	14,396.88
Lubricants and waste for power plant,	486.34
Miscellaneous supplies and expenses of power plant,	149.55
Hired power,	487.79

Total,	<u>20,596.82</u>
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Operation of cars:

Superintendence of transportation,	\$3,253.34
Wages of conductors, motormen and trainmen,	16,548.37
Wages of car house employees,	2,984.13
Car service supplies,	2,467.30
Miscellaneous car service expenses,	275.44

Total,	<u>25,528.58</u>
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GENERAL.

Salaries of general officers,	\$3,900.00
Salaries of clerks,	360.17
Printing and stationery,	92.98
Miscellaneous office expenses,	1,403.59
Advertising and attractions,	40.00
Damages,	2,631.46
Legal expenses in connection with damages,	295.00
Rent of tracks and terminals,	25.00
Insurance,	1,965.87

Total,	<u>\$10,714.07</u>
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Grand total,	<u>\$81,403.19</u>
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Comparative General Balance Sheet.

Item, June 30, 1908.	Total, June 30, 1908.	Assets.	Item, June 30, 1909.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
.....	\$1,611,107.08	Construction and equip- ment,	.....	\$1,619,668.38	\$8,561.30	.....
.....	759.65	Other permanent invest- ments as follows:	.....	759.65	.....	.....
.....	.....	Furniture and fixtures,	.....	.....	.....	.....
.....	.....	Current assets as follows:	.....	.....	.....	.....
.....	.....	Cash,	.....	184.14	.....	.....
.....	.....	Accounts receivable,	.....	2,078.73	.....	.....
.....	.....	Material and supplies,	.....	3,362.86	.....	.....
.....	.....	Prepaid accounts,	.....	932.00	.....	.....
.....	.....	Treasury stock,	.....	24,250.00	.....	.....
.....	40,984.37	.....	.....	30,777.73	.....	\$10,156.54
.....	\$1,652,799.94	Total,	.....	\$1,651,204.78	\$8,561.30	\$10,156.54

Item, June 30, 1908.	Total, June 30, 1908.	Liabilities.	Item, June 30, 1909.	Total, June 30, 1909.	Increase, year ending June 30, 1909.	Decrease, year ending June 30, 1909.
.....	\$1,000,000.00	Capital stock, common,	.....	\$1,000,000.00	.....	.....
.....	600,000.00	Funded debt,	.....	600,000.00	.....	.....
.....	.....	Current liabilities as fol- lows:	.....	.....	.....	.....
.....	.....	Loans and notes pay- able,	.....	\$3,000.00	.....	.....
.....	.....	Accounts payable,	.....	8,798.54	.....	.....
.....	.....	Matured interest on funded debt unpaid,	.....	2,150.00	.....	.....
.....	.....	Tickets sold, not pre- sented,	.....	708.81	.....	.....
.....	11,828.12	.....	.....	14,652.35	2,824.23	.....
.....	.....	Accrued liabilities as fol- lows:	.....	.....	.....	.....
.....	5,000.00	Interest on funded debt accrued and not yet due,	.....	5,000.00	.....	.....
.....	25,971.68	Surplus,	.....	31,552.36	.....	\$4,419.44
.....	\$1,652,799.94	Total,	.....	\$1,651,204.78	\$2,824.23	\$4,419.44

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	401,705
Freight, mail, and express car mileage,	100,650
Total car mileage,	502,355
Passenger car hours,	35,869
Freight, mail and express car hours,	16,190
Total car hours,	52,059
Fare passengers carried,	1,288,181
Transfer passengers carried (including passes),	13,241
Total passengers carried,	1,301,422

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Average fare, revenue passengers,	.0475
Average fare, all passengers (including transfer passengers),	.0470
Car earnings per car mile,	.1699
Miscellaneous earnings per car mile,	.0037
Gross earnings per car mile,	.1736
Car earnings per car hour,	1.6387
Miscellaneous earnings per car hour,	.0364
Gross earnings per car hour,	1.6751
Operating expenses per car mile,	.1620
Operating expenses and taxes per car mile,	.1646
Operating expenses per car hour,	1.5637
Operating expenses and taxes per car hour,	1.5882
Operating expenses per cent. of gross earnings,	93.35
Operating expenses and taxes per cent. of gross earnings,	94.81
Average number of employees, not including officials, during year,	63
Aggregate amount of wages paid employees,	\$45,983.56
Amount of salaries paid officials,	3,900.00

Commutation and other forms of tickets at reduced rates: Commutation ticket books of 100 fares, limited as to time and person, sold to all persons at \$5.00 and one-third rebated after tickets are used within limit.

Description of Road and Equipment.**TRACK.**

	Owned.	Operated under trackage rights.	Total operated.
Length of road (first main track),	26.090	8.950	35.040
Length of sidings and turnouts,	1.625	.....	1.625
Total computed as single track,	27.715	8.950	36.665

RAILS.

Name of, "T"; weight per yard, 60 lbs.; steel (miles of), 27.715.
Gauge of track, 4 feet 8½ inches.

PAVING.

Tracks are on private rights of way, country roads and village streets not paved.

Description of Road and Equipment.—*Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Freight cars,	1	26	27
Express cars,	3	.....	3
Snow plows,	2	.....	2
Total,	23	26	49

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Watchmen,	10	2.00
Roadmen,	10	1.60
Linemen,	10	2.00
Engineers,	12	2.85
Firemen,	12	2.00
Electricians,	10	3.00
Machinists and mechanics,	10	2.75

List of All Accidents During the Year ended June 30, 1909.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	..	..	1	..	1
Employees,	..	..	..	1	..	1
Other persons,	..	..	1	1	1	1
Total,	..	..	1	3	1	3

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$2,631.46

Description of Accidents.

Sept. 2, 1908. Providence city line, Conductor Henry A. Waller's foot was crushed between couplings between motor car and its trailer.

Sept. 30, 1908. Foster, R. I., car ran over hand of Daniel Franklin Strange, who apparently was asleep near the rail.

Dec. 26, 1908. Johnston, R. I. In stepping from car Annie Demster tripped and fell, injuring her knee slightly.

Oct. 1, 1908. Scituate, R. I. Car ran onto and killed Frank Whitman, who was lying between the rails asleep or intoxicated.

Oath.

STATE OF RHODE ISLAND, } ss.
COUNTY OF PROVIDENCE, }

Personally appeared before me, D. F. Sherman, President, and Geo. W. Prentice, Treasurer, of the Providence and Danielson Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

D. F. SHERMAN,

President.

GEO. W. PRENTICE,

Treasurer.

Sworn and subscribed to before me, this seventh day of August, A. D. 1909.

FRANKLIN A. SMITH,

Notary Public for Rhode Island.

SOUTH MANCHESTER LIGHT, POWER AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$100,000.00	
Capital stock outstanding,	10,000.00	
Floating indebtedness,	53,575.23	
Total stock, bonds, and floating debt,	63,575.23	
Capital stock issued per mile of road owned,	13,123.36	
Cost of construction of electric street railway,	11,821.69	
Cost of construction and equipment per mile of road owned,	15,514.00	
Net earnings from rent of street railway,	700.00	
Income from other sources,	7,459.24	
Taxes paid state,	262.50	
Interest paid,	2,850.00	
Total length of main track owned (miles),		.762

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total com- puted as single track.
South Manchester	Manchester Center	.762	.762	.026	.788

Corporate Name and Address of Company.

South Manchester Light, Power and Tramway Company.

Historical Sketch of Organization, Construction, Leasing, and Consoli- dation of Lines now Operated.

Leased to The Hartford, Manchester and Rockville Tramway Company.

Officers of the Company.

Name.	Title.	Official address.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
RICHARD O. CHENEY,	Secretary,	" " "
CHARLES CHENEY,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
FRANK CHENEY, JR.,	South Manchester, Conn.
RICHARD O. CHENEY,	" " "
CHARLES CHENEY,	" " "
HARRY G. CHENEY,	" " "
JAMES W. CHENEY,	" " "

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in April.

Capital Stock and Funded Debt.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common,	\$100,000.00	100	\$100	\$10,000.00

Per mile of single track owned exclusive of sidings and turnouts, .762 miles.

Capital stock outstanding, \$13,123.36

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Total,	\$11,821.69	\$11,821.69
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	\$15,514.00	\$15,514.00

Income Account for Year ending June 30, 1909.

MISCELLANEOUS INCOME:

Rent of leased lines (and taxes, \$100),	\$700.00
From electric lighting and gas,	7,459.24
Gross income,	\$8,159.24

DEDUCTIONS FROM INCOME:

Taxes on capital stock,	\$512.50
Interest on floating debt,	2,850.00
Other deductions from income, Railroad Com- missioners,	3.62
	<u>3,366.12</u>

Net income, \$4,793.12

DEDUCTIONS FROM NET INCOME:

Depreciation,	3,054.26
Surplus for year,	<u>\$1,738.86</u>
Surplus at close of year,	\$1,738.86

Comparative General Balance Sheet.

Total June 30, 1908.	Assets.	Total June 30, 1909.	Increase, year ending June 30, 1909.
\$11,821.69	Construction and Equipment,	\$11,821.69	.....
88,178.31	Other permanent investments as follows:		
.....	Electric light plant, gas mains and meters,	51,758.54	\$18,575.28
.....	Current assets as follows:	1,738.86	1,738.86
	Cash,		
\$50,000.00	Total,	\$65,814.09	\$15,814.09

Total June 30, 1908.	Liabilities.	Total June 30, 1909.	Increase year ending June 30, 1909.
\$10,000.00	Capital Stock, common,	\$10,000.00	.....
40,000.00	Current Liabilities as follows:		
	Loans and notes payable,	53,575.28	\$18,575.28
	Surplus,	1,738.86	1,738.86
\$50,000.00	Total,	\$65,814.09	\$15,814.09

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	.762
Total length of main track,	.762
Length of sidings and turnouts,	.026
Total computed as single track,	.788

RAILS.

Name of "T"; weight per yard, 56 lbs.; steel (miles of), .762.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD. } ss. TOWN OF MANCHESTER.

Personally appeared before me, Frank Cheney, Jr., President, and Charles Cheney, Treasurer, of the South Manchester Light, Power and Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

FRANK CHENEY, JR.,

President.

CHARLES CHENEY,

Treasurer.

Sworn and subscribed to before me, this 8th day of September, A. D. 1909.

RICHARD O. CHENEY,

Notary Public.

THE WEST SHORE RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1909.

Capital authorized by charter,	\$200,000.00	
Capital stock outstanding,	80,000.00	
Bonds outstanding,	30,000.00	
Floating indebtedness,	107,056.57	
Total stock, bonds, and floating debt,	217,056.57	
Capital stock issued per mile of road owned,	10,928.96	
Bonds issued per mile of road owned,	4,098.36	
Cost of construction,	209,707.93	
Cost of equipment,	8,091.47	
Total cost of construction and equipment,	217,799.40	
Cost of construction and equipment per mile of road owned,	29,754.02	
Interest paid,	1,500.00	
Dividend paid,	4,000.00	
Total length of main track owned,		7.320

Description of Lines.

From	To	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Savin Rock	Woodmont	3.660	3.660	7.320	0.109	7.429

Corporate Name and Address of Company.
West Shore Railway Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Con- solidation of Lines now Operated.

Organized December 15, 1893.

Charter amended May 29, 1901.

Road leased to Winchester Avenue Railway Company, on basis of pay-
ment of interest on bonds and five per cent. dividend on stock.

Operated by the Connecticut Company.

Officers of the Company.

Name.	Title.	Official Address.
JAMES S. HEMINGWAY,	President,	New Haven, Conn.
JOHN G. PARKER,	Secretary,	" "
AUGUSTUS S. MAY,	Treasurer,	" "

Directors of the Company.

Name.	Residence.
JOHN B. CARRINGTON,	New Haven, Conn.
JAMES S. HEMINGWAY,	" "
GEORGE J. BRUSH,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, .	\$200,000.00	3,200	\$25.00	\$80,000.00	5 per ct.	\$4,000.00

Total number of stockholders, 53.

Total number of stockholders in this state, 46.

Amount of stock held in this state, \$74,500.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	July 1, 1894	20	July 1, 1914	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned exclusive of sidings and turnouts, 7,320 miles

Capital stock outstanding, \$10,928.96

Funded debt outstanding, 4,098.36

Total, \$15,027.32

Construction and Equipment.

Account.	Total cost to June 30, 1908.	Total cost to June 30, 1909.
Engineering and superintendence,	\$1,224.00	\$1,224.00
Right of way,	10,822.44	10,822.44
Track and roadway construction,	194,465.84	194,465.84
Electric line construction,	8,195.65	8,195.65
Total construction,	\$209,707.93	\$209,707.93
Electric equipment of cars,	\$8,091.47	\$8,091.47
Total equipment,	\$8,091.47	\$8,091.47
Grand total construction and equipment,	\$217,799.40	\$217,799.40
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	\$29,754.02	\$29,754.02

Comparative General Balance Sheet.

Total, June 30, 1908.	Assets.	Total, June 30, 1909.
\$217,799.40	Construction and equipment,	\$217,799.40

Total, June 30, 1908.	Liabilities.	Total, June 30, 1909.
\$80,000.00	Capital stock, common,	\$80,000.00
30,000.00	Funded debt,	30,000.00
107,056.57	Current liabilities as follows:	
	Due lessee company for improvements and better-	
	ments,	107,056.57
742.88	Surplus,	742.88
\$217,799.40	Total,	\$217,799.40

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	3.660
Length of second main track,	3.660
Total length of main track,	7.320
Length of sidings and turnouts,	0.109
Total computed as single track,	7.429

RAILS.

Name of, "T"; weight per yard, 60 lbs.; steel (total miles of), 7.429.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, James S. Hemingway, President, and A. S. May, Treasurer, of the West Shore Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1909, according to the best of their knowledge and belief.

Signed,

JAMES S. HEMINGWAY,

President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this first day of September, A. D. 1909.

ARTHUR W. BOWMAN,

Notary Public.

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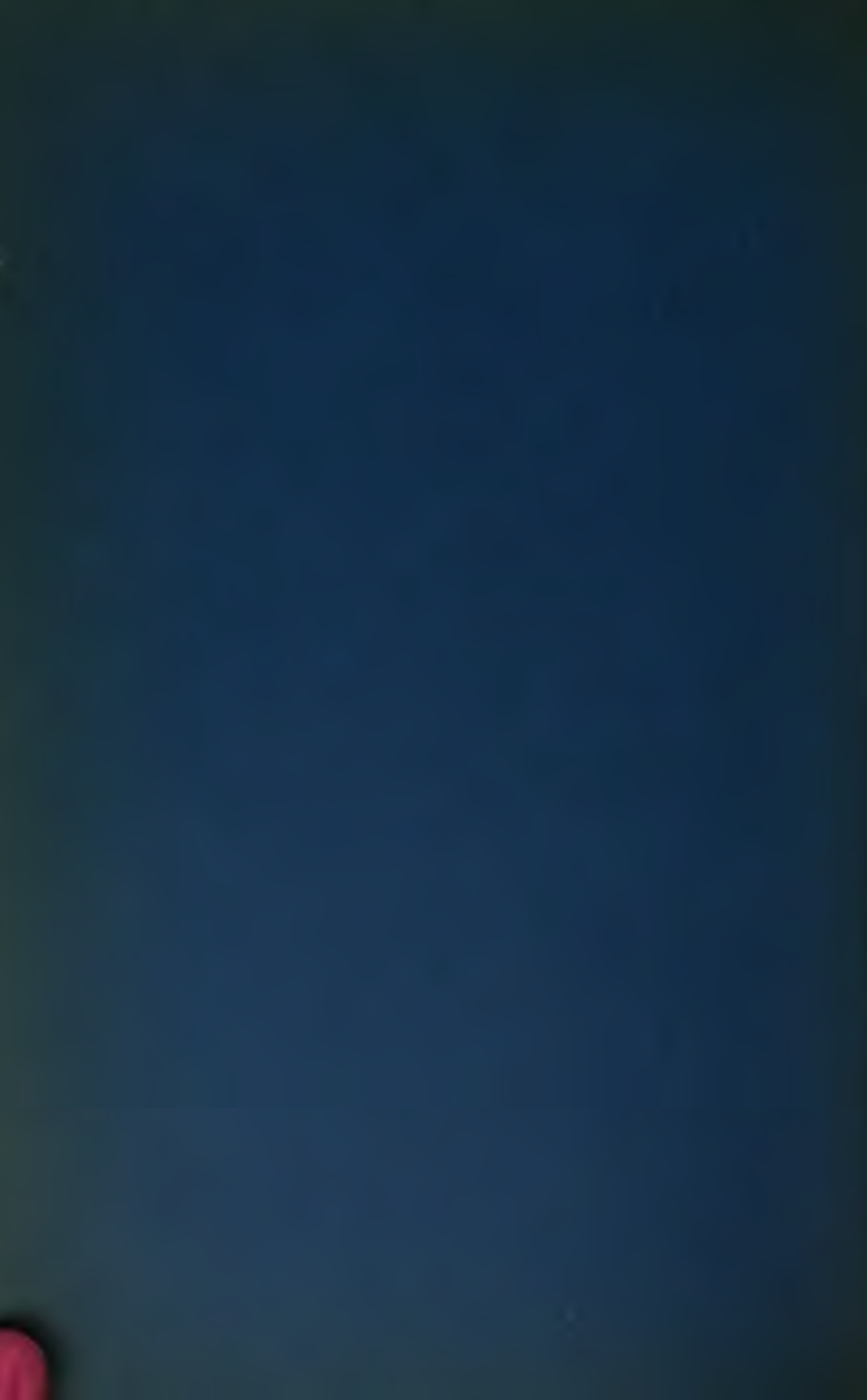
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L A W S

RELATING SPECIALLY TO

RAILROADS.



Statutes Relating Specially to Railroads.

ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to
railroad corpo-
rations pro-
hibited.

§ 1. Conditions of receiving state aid towards railroad indebtedness. Whenever any town in this state, having a grand list of less than two million dollars and having a bonded indebtedness caused by assisting in building any railroad, shall desire to avail itself of the aid of the state in paying such indebtedness, the selectmen of such town, or a majority of them, shall make written application to the board of control for such aid.

1908, ch. 161.

§ 2. Payment by state. The board of control may authorize the comptroller to draw his order on the treasurer in aid of any such town, during any fiscal year, to an amount not exceeding one per cent. of the said town's indebtedness for railroads on the first day of May, 1903.

§ 3. Duties of comptroller as to payment. The comptroller shall draw his order in aid of such town when authorized by the board of control only when he is satisfied that the town seeking such aid has raised by taxation at least an equal amount to be expended in the payment of the principal of such railroad debt. All sums paid by the state under this act shall be expended for the payment of the principal of such bonded indebt-

edness in aid of railroads. All bonds so paid and redeemed shall be filed with the treasurer of the state for cancellation, and shall be burned in the presence of the committee on finance of the general assembly.

1907, ch. 64.

Time within which act is operative extended. Chapter 161 of the public acts of 1903 is hereby amended by striking out all of section four of said act and inserting in lieu thereof the following: "The provisions of this act shall continue in force only until October 1, 1913."

TITLE ONE. — CHAPTER 1.

1895.
Rev. 1898, §1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1894.
Railroad
company.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

TITLE TWO. — CHAPTER 2.

1844, 1865.
Rev. 1898, §302.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where

Art. 25. An act authorising an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 383; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 367, 67 C. 48, 49, 469, 70 C. 565.

such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

§ 13. Certain charters granted only on petition. No act of incorporation or alteration thereof shall be granted by the general assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of any railroad company shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a street railway, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1895.
Rev. 1896, §302.

TITLE TWO. — CHAPTER 4.

§ 63. By whom estimates are to be made. The estimates for the different classes of expenditures shall be made as follows, to wit: . . . railroad commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the treasurer and secretary. Whenever any material increase or variation in the expenditures of the preceding year shall be made in the estimates, the person making the same shall furnish the treasurer with the reason of the increase or variation. The comptroller shall cause a sufficient number of the estimates to be printed and delivered to the general assembly on the second day of its session.

1894, 1897.
Rev. 1896, §300,
301.
1899, ch. 188.
1898, ch. 266.
1901, ch. 147.

TITLE THREE. — CHAPTER 5.

Railroad and steamboat policemen. § 1. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the busi-

1897.
Rev. 1896, §304.
1898, ch. 14, §1.
1907, ch. 51.

ness of transportation in this state, or upon the application of any corporation owning or having control of the roads in any private residence park, commission, during his pleasure, one or more persons designated by such company or by such corporation, who, having been duly sworn, may act, at the expense of such company or corporation, as policemen upon the premises used by such company in its business, or upon its cars or vessels, or upon the roads and lands owned or under the control of such corporation, and every policeman so appointed may arrest any person in his precincts for any offense committed therein and take such person before some proper authority. When any such commission is issued or revoked, the executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

§ 2. Section 78 of the general statutes is hereby repealed.

1897.
Rev. 1898, § 908.
1898, ch. 14, § 3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steamboat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE.—CHAPTER 8.

1895, 1897.
Rev. 1898, § 381.
1899, chs. 15, 28,
173, 174.
1899, ch. 18, § 1.
1899, chs. 3, 17,
46, § 4.
1897, ch. 289, § 4.
1899, ch. 147, § 3.
1901, chs. 8, 30.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1899, ch. 198.
1897, ch. 182.
1899, ch. 13.

§ 142. Transportation for members of general assembly. The comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railway company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route or routes between Hartford and his home station, during the session of the general assembly next to be

holden, or then current, which ticket or tickets the comptroller shall deliver to said member upon receiving from him an assignment to the state of his mileage allowance for such session, which assignment shall be received in full payment therefor. The comptroller shall pay for the tickets so procured by him the lowest sum or sums for which they can be obtained of the railroad companies. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the general assembly, except as herein provided, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

TITLE THREE. — CHAPTER 13.

§ 187. Reports of public officers. All reports and returns which any public officer is required by law to make annually shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make biennially shall be for the two fiscal years preceding; and all such reports and returns as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the thirty-first day of December in the year in which they are required to be made. And all such reports and returns as are required to be made biennially shall be made, returned, and printed on or before the thirty-first day of December preceding the next regular session of the general assembly.

1885, 1887.
Rev. 1886, §378.
1899, ch. 281.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1868, 1896.
Rev. 1893, §517.

TITLE SIX. — CHAPTER 51.

1840.
Rev. 1868, §1096.
See §3780.

§ 708. Fire communicated by railway engine. In all actions to recover for any injury occasioned by fire communicated by any railroad locomotive engine in this state, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

TITLE SIX. — CHAPTER 56.

1828, 1846, 1861.
1867, 1868, 1884.
Rev. 1896, §918.

§ 831. Attachment effective without removal of property, when. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided* the service of such attachment shall be completed and a copy of the process and of the accompanying complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

TITLE SIX. — CHAPTER 58.

1856.
Rev. 1896, §1178.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits

which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of business in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

TITLE SIX. — CHAPTER 79.

§ 1119. Action for injury to person and property limited to one year. No action to recover damages for injury to the person, or for an injury to personal property caused by negligence, shall be brought but within one year from the date of the injury or neglect complained of.

1865, 1867.
Rev. 1868, §1283.
1893, ch. 45.
1897, ch. 139.
1906, ch. 149.

§ 1120. Suit for forfeiture on penal statute limited to one year. No suit for any forfeiture upon any penal statute shall be brought but within one year next after the commission of the offense.

1673.
Rev. 1868, §1379.

§ 1130. Four months' notice required in actions against railways. No action to recover damages for an injury to, or for the death of, any person, or for an injury to personal property, caused by negligence, shall be maintained against any electric, cable, or street railway company, or against any steam railroad company, unless written notice containing a general description of the injury and of the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the defendant within four months after the neglect complained of, unless the action itself is commenced within said period of four months. Such notice may be given to the secretary, or to any agent or executive officer of the company in fault.

1895, ch. 178.
1897, ch. 197.

TITLE SEVEN. — CHAPTER 82.

1801, 146, 1873.
Rev. 1868, §1400.

§ 1141. Homicide, when punished by death. Every person who shall commit murder in the first degree, or who shall cause the death of another by wilfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by wilfully burning any building or vessel, shall suffer death.

1807, ch. 267.

Penalty for misconduct of railroad or railway servant causing loss of life. Every servant of any railroad or electric railway company who shall, in consequence of his intoxication, or of any gross or wilful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned not more than ten years.

1873.
Rev. 1868, §1471.
1866, ch. 87.

§ 1145. Wilful throwing or shooting at railway cars. Every person who shall wilfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

TITLE SEVEN. — CHAPTER 84.

1868, 1873.
Rev. 1866, §1420.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

1871.
Rev. 1868, §1481.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years.

1895, ch. 312.

§ 1208. Theft or embezzlement of passage tickets. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1895, ch. 112.

§ 1234. Wilful injury to cars or engines. Every person who shall wilfully injure any engine or car used upon any railroad, or any car or motor used upon any street railway, or who shall wilfully and maliciously take or remove the waste or packing from or out of any journal box or boxes of any locomotive, engine, tender, carriage, coach, car, caboose, truck, or motor used or operated upon any railroad or street railway, shall be fined not more than five hundred dollars, or imprisoned not more than three years, or both.

1892.
Rev. 1893, §1472.
1893, ch. 87.
1905, ch. 192.

§ 1235. Nuisances on railroad tracks or in depots. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1893.
Rev. 1893, §1473.

§ 1236. Nuisances on railroad bridges. Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1899.
Rev. 1898, §1474.

§ 1241. Wilful injury to electric railway appliances. Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, signal, signal box, switch, or motor attached, appertaining

1895, ch. 72.
1905, ch. 72.

to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

1897, ch. 53.

§ 1242. Unlawful appropriation of electric current.

Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

1906, ch. 76.

Trespass upon street railway cars. Every person who shall wilfully and unlawfully be upon, occupy, or attach himself to the fender, bumper, coupler, draw bar, roof, or other part of the car of any electric or street railway company, not intended for passengers, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1866.
Rev. 1868, §1468.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1898, §1517.
1898, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or

abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

1874.
Rev. 1898, §3008.
1899, ch. 44.

TITLE SEVEN. — CHAPTER 88.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1874.
Rev. 1898, §1544.

TITLE SEVEN. — CHAPTER 89.

§ 1373. Neglect to close gates and bars at railroad crossings. Every person who shall enter upon, or cross a rail-

1876.
Rev. 1898, §1573.

road at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom.

1889.
Rev. 1893, §3537.

§ 1388. Gaming on public conveyances. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not more than six months.

TITLE SEVEN. — CHAPTER 91.

1889, ch. 131.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years.

1897, 1891.
Rev. 1893, §1501.
1899, ch. 68.
1895, ch. 87.
1903, ch. 123.
1906, ch. 72.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade, or who shall, upon demand by the owner, agent, or person authorized to make such demand, refuse payment of the lawful fare for his conveyance on any steamboat, or in any steam railroad car, or in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1899, ch. 153.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway car or other public conveyance, and every other person whose

duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudulently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE SEVEN. — CHAPTER 95.

§ 1488. Fines and forfeitures; prosecutions; liability of corporation. All fines, forfeitures, and penalties, unless otherwise expressly disposed of by law, if imposed on any person by the superior court or by the criminal court of common pleas, or by the district court of Waterbury, shall belong to the state; if by a justice of the peace, to the town wherein the offense was committed. When a fine, penalty, or forfeiture is imposed by any statute as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the state, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture, shall, in such case, belong to the state, county, or town, as the case may be. Whenever any corporation has incurred a penalty or forfeiture, or is liable to a fine, the state's attorney in the county wherein such corporation is located,

1780, 1814, 1886.
Rev. 1893.
§§1611, 1691.
1899, ch. 109.

or has its principal place of business in this state, may bring a civil action, on this statute, in the name of the state, to recover such penalty, forfeiture, or fine. The jurisdiction of the court to which such action may be brought shall be determined by the maximum amount of the penalty, forfeiture, or fine that may be imposed. The court shall render judgment, under the limitations of law, for the recovery of such penalty, forfeiture, or fine, and issue execution therefor.

TITLE SEVEN. — CHAPTER 97.

1881, 1874, 1878.
Rev. 1898, §1618.

§ 1504. Venue. Every person charged with any offense shall be tried in the county wherein it shall have been committed, except when it is otherwise provided; and when theft shall be committed in one county, and the property stolen shall be carried into another county, the offender may be tried in either county. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

TITLE NINE. — CHAPTER 110.

1850, 1722, 1807,
1874.
Rev. 1888, §2002.
1895, ch. 302.
1897, ch. 122.

§ 1770. Arrest without warrant. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

TITLE TEN. — CHAPTER 121.

1890, ch. 216, §2.

§ 1950. Street railway company to sprinkle street or highway, when. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space

of two feet on the outside of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company, free of expense to such company, the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough shall obtain and furnish to such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

Assessments of railroads and street railways for street sprinkling. Whenever any municipality shall provide for the sprinkling of any street within its limits and such street shall be crossed at grade by a railroad or street railway, such municipality may assess upon such railroad or street railway the expense for sprinkling that portion of the street which is occupied as a right of way by such railroad or street railway, and may recover the cost of sprinkling such right of way from such railroad or street railway in any proper action. 1909, ch. 285.

TITLE ELEVEN. — CHAPTER 125.

§ 2015. Certain bridges to have draws. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby; and if any bridge is so maintained or its construction commenced, the superior court, as a court of equity, or any judge thereof in vacation, upon the complaint of any party aggrieved, may enjoin the maintenance or construction of such bridge, and may order its removal at the expense of the respondent, and that a suitable bridge be built, and establish the width of the draw therein. But whenever any public highway shall be laid out over any navigable water, it shall be competent for the committee of the superior court appointed with power to lay out such highway, or for a committee appointed by the superior court upon the application of the selectmen of the town which has laid out such highway, to inquire, after due and reasonable notice to all parties interested, 1873, 1881.
Rev. 1888, §3008

whether the building, construction, or maintenance of a bridge without a draw will materially interfere with the navigation of the said water by open-deck vessels for business purposes. If such committee finds that the construction or maintenance of such a bridge without a draw will not materially interfere, as aforesaid, with the navigation of said water, then said committee, after giving at least five days' notice in the manner prescribed for the service of legal process to all persons owning wharves, docks, or wharf privileges above such bridge, may assess the damages which the construction of such bridge without a draw will be to the owners of such wharf or wharf privileges, and if the committee shall find that the total amount of such damages, if paid by the town in which such bridge is located, will be more economical for such town than the construction or maintenance of such bridge with a draw, then such bridge may be maintained, built, or constructed without a draw, after the amount of damages so found has been paid to the parties entitled to the same, or has been deposited in the town treasury subject to their order; and the amount of such damages shall be paid by the town in which the bridge is located, as a part of the expense of building or maintaining such highway or bridge. All persons interested in such wharves or wharf privileges shall be entitled to all of the privileges by way of remonstrance and re-estimate of damages which are provided in this chapter for persons interested in laying out or altering a highway. This section shall not be construed to authorize the construction of a bridge without a draw over Branford river below Hobart's bridge.

Branford river.

1869, 1871.
Rev. 1868, §9071.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

1906, ch. 168.

Damages for injuries by defective roads or bridges. Section 2020 of the general statutes is hereby amended to read as follows: Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter,

or, if such defect consists of snow or ice, or both, within five days thereafter, be given to a selectman of such town, or to the clerk of such city or borough, or to the secretary or treasurer of such corporation, unless the action itself shall be commenced by complaint setting forth the injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence, within the time limited for the giving of such notice; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

Penalty for obstructing streets with railroad cars.

1909, ch. 188.

§ 1. No railroad corporation, or receiver or assignee thereof, or its or his servant or agent, shall wilfully or negligently obstruct or unnecessarily and unreasonably use or occupy any highway or street, or shall in any case obstruct, use, or occupy a highway or street with cars or engines for more than five minutes at one time. Any railroad corporation, or receiver or assignee thereof, violating any provision of this section shall be fined not more than one hundred dollars.

Repeal. § 2. Section 2039 of the general statutes as amended by chapter 4 of the public acts of 1903 is hereby repealed.

§ 2040. Highways in cities not to be obstructed by railroad trains. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employee of any railroad corporation wilfully violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1861.
Rev. 1898, §2039.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad

1878.
Rev. 1898, §2700.

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

track shall be laid out or opened to the public within one hundred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1907, ch. 171.

Real estate of railroad company to be assessed for public improvements. § 1. All real estate, except railroad rights of way, belonging to any railroad corporation in this state, shall be subject to the same obligations as real estate belonging to individuals and private corporations concerning assessments of benefits and damages for municipal or public works and improvements, and the fact that any such real estate is held and used for railroad purposes shall not exempt it from assessment for special benefits on account of such municipal or public works and improvements.

Maintenance and repair of sidewalks; removal of snow. § 2. All such railroad corporations shall conform and be subject to the provisions and requirements of municipal charters and ordinances concerning the maintenance and repair of sidewalks and public places abutting their stations, whether passenger or freight, and concerning the removal of snow and ice from such sidewalks and public places.

1874, 1875, 1882,
Rev. 1886, §2708.
1896, ch. 311.
1901, ch. 66.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change in the grade of such highway, or by reason of excavations in such highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of

such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever special benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company, unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1886.
Rev. 1893, § 9712.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

1897, ch. 207.

§ 2094. State payment for drawbridge crossed by street railway. Every town or city, owning, operating, and maintaining a drawbridge over and across which any street railway company operates its cars shall, upon the presentation to the comptroller of a certificate to that effect, signed by the select-

1901, ch. 145, § 1

men of such town or the mayor of such city, receive from the state annually the sum of five hundred dollars for each and every such drawbridge.

TITLE THIRTEEN. — CHAPTER 144.

Of Grand Army
posts.

State bonds.

Certain muni-
cipal bonds.

§ 2315. Property exempt from taxation. The following property shall be exempt from taxation: . . . all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes, or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in § 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

1868, 1872.
Rev. 1888, §3680.

§ 2326. Property in another state, and taxed there, exempt here. The list of any person need not include any property situated in another state, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such state, to the same extent as other like property owned by its citizens; but the provisions of this section shall not

apply to moneys loaned by residents of this state to any party out of this state, as money at interest; nor to bonds issued by, or loans made to, any railroad company located out of this state, when such bonds are owned, and loans made, by residents of this state.

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the state.

1877.
Rev. 1888, §3885.

§ 2423. Returns by railroad companies. § 1. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver, shall, on or before the tenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in section 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee

1864, 1869, 1871,
1876, 1876, 1882,
1887.
Rev. 1888, §3919.
1907, ch. 115.

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this state.

Meetings of board of equalization to correct returns.

§ 2. Section 2441 of the general statutes is hereby amended to read as follows: The board of equalization shall meet at the treasurer's office at the capitol in every year, on the secular day next succeeding each of the last days limited by the preceding sections of this chapter for making any of the annual returns to the comptroller for purposes of taxation required by either of said preceding sections, at ten o'clock in the forenoon, to examine and correct such returns and the valuations required thereon, and to hear any party making such return in regard to such valuations, and said board may adjourn from time to time within eight days next succeeding the first day of said meetings, respectively, except that in the case of returns by railroad companies said board may adjourn from time to time to within thirteen days next succeeding the first day of said meetings; and if any person shall not make such return as prescribed, or shall make erroneous returns, said board shall, at said meeting hereinbefore fixed, or at some adjournment thereof as aforesaid, make out, upon the best information which it can obtain, the statement required to be made and returned by such person; and a true copy of such statement as corrected or made out by said board shall be returned to each cashier, treasurer, secretary, superintendent, manager, company, association, or partnership, and the valuation of the several items of money and estate, and the amount and number, contained in such statement shall be final, and the sums required shall be paid according to it.

1864, 1866, 1871,
1875, 1880, 1887,
Rev. 1898, §3090.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-fifth day of November, annually, pay to the state one per cent. of

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for railroad purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 103; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this state.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the company owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1864, 1876.
Rev. 1888, §3021.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862,

1868.
Rev. 1888, §3022.

§ 2425. No deduction because of leased lines in another state not owned.
48 C. 44.

may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1861.
Rev. 1868, §3083.
1896, ch. 74.
1899, ch. 81.
1908, ch. 173.

§ 2427. Returns as to railroads and railways in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise a railroad or railway in another state which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad or railway in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad or railway corporation whose line of railroad or railway is without the limits of this state; and how much of its funded and floating debt was occasioned by such exchange or purchase; and, in computing the amount of the tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company; and, in computing the amount of tax to be paid by such railroad company to this state, the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

1875.
Rev. 1898, §3024.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees.

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875.
Rev. 1886, §3026.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title.

1875.
Rev. 1886, §3026.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1875.
Rev. 1886, §3027.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description.

1898, ch. 209.
1906, ch. 204.

Taxation of corporations doing an express business wholly on lines of electric railway. Every corporation conducting an express business wholly on lines of electric or street railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation for its

1907, ch. 266.

express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation used in the conduct of such express business.

1887.
Rev. 1888, §3031.
1890, ch.171.

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-TWO. — CHAPTER 197.

§ 3335. Proxies limited. No person shall vote at any meeting of the stockholders of any bank, trust company, or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting. No such power shall be used at more than one annual meeting.

1881, 1888.
Rev. 1888, §1937.

Proxies at stockholders' meetings. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution unless a longer term be expressly provided for therein.

1905, ch. 171.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAILROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

Railroad companies. § 1. Every railroad company may hold such real estate as may be convenient for accom-

1905, ch. 136.

plishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter, and transport persons or property thereon by any power.

§ 2. No land shall be taken without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said land may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

§ 3. Sections 3658 to 3669, inclusive, and sections 3672 to 3679, inclusive, of the general statutes are hereby repealed.

1871.
Rev. 1886, §3438.

§ 3670. **Company's powers.** Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

1897, 1898.
Rev. 1898, §3439.

§ 3671. **Right to take land limited.** Lands of infants and others. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either

natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

CHAPTER 213.

Location and Construction of Steam Railroads.

§ 3680. Taking of land; commissioners' approval.

1849, 1868.
Rev. 1888, §3460.

Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road: but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

§ 3681. Deposit by company before approval of layout. Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses

1868.
Rev. 1888, §3460.

§ 3682. The right of eminent domain may be exercised over property already taken for public use. 36 C. 193. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 437.

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 73 C. 511.

and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company.

1863, 1869.
Rev. 1886, §3461.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

1905, ch. 104.

Change of location of canals or water courses. § 1. Upon petition brought by any railroad company, the railroad commissioners may order the location of any canal or water course to be changed by said company for the purpose of enabling its railroad to be more advantageously constructed, maintained, or operated, reasonable notice of such application having first been given to the owner or owners of such canal or water course; and said company shall have power, for the purpose of carrying out any order of the railroad commissioners under this act, to take real estate in the manner provided in section 3687 of the general statutes.

§ 2. The decision of the railroad commissioners upon any petition brought under this act shall be communicated to the petitioner and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing thereon. Any owner of any canal whose

§ 3682. A highway may be taken for depot. 56 C. 214. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 68 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

location is changed by the order of the railroad commissioners shall have the same right of appeal from such order as is given by section 3747 of the general statutes concerning appeals from orders relating to stations.

§ 3. Whenever the location of a canal or water course shall be changed as provided herein, the flow of water therein shall not in anywise be interrupted, diminished, or impaired, and the cost of making such change, and of providing a new channel for said canal or water course, together with the cost of the walls, embankments, headgates, flumes, and other structures necessary to render such canal or water course as safe and efficient as before such change, shall be entirely borne by the railroad company which petitions for such change.

§ 4. The provisions of this act shall not apply to the canal of any corporation required by its charter to maintain its canals, or any of them, in a condition for navigation nor to the canal of any corporation chartered for the purpose of improving the boat navigation of the Connecticut river or for the purpose of widening and deepening the channel of said river; but in such cases the provisions of this act shall apply when the written consent of any such corporation to the proposed change shall have first been obtained.

§ 5. This act shall take effect from its passage.

§ 3683. **May alter grades.** Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

1893, ch. 264.
See § 3713.

1893, ch. 263.

§ 3684. Land for additional tracks. Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732.

1884.
Rev. 1898, §3463.

§ 3685. Land cut off from access to highway. When any company shall take land for railroad purposes, and the effect of such taking is to cut off other land from practical access to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1881.
Rev. 1898, §3463.

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

1849, 1863, 1871,
1874.
Rev. 1898, §3464.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 69 C. 437.

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all

interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687.

1899, ch. 149.

damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 18 C. 117; 18 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 28 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 288. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

1880, ch. 170.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687.

1858.
Rev. 1888, §3465.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road.

1909, ch. 87.

Railroad company may petition for elimination of its grade crossings. § 1. Any railroad company may bring its petition in writing to the railroad commissioners, alleging that public safety requires the elimination of the crossing of its railroad at grade by a highway or highways through the removal of such line of railroad between any two contiguous stations or any two points between which there is no station so as to coincide

with some other line of railroad owned and operated by such company between the same two points or stations, and praying that the same may be ordered; whereupon, the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to such company and the municipalities in which such crossing and such two points or stations are situated. If, upon such hearing, it appears to the railroad commissioners that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad to be moved is located, they shall order the removal, and such railroad company shall thereupon have the right to remove its line of railroad to such other line, and to abandon such portion of its railroad as may be removed to such other line, and its franchise thereto.

Orders of commissioners ratified. § 2. All orders of the railroad commissioners heretofore made on the petition of a railroad company, determining and requiring the elimination of grade crossings by the removal of the line of any railroad between any two points or stations to some other line of railroad owned and operated between the same two points or stations, wherein it is found that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad is located, are hereby ratified and confirmed, and such railroad company may abandon such portion of its railroad as may be or may have been removed to such other line, and its franchises thereto.

§ 3691. Owner may require description of land. When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such description: and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description.

1849.
Rev. 1898, §3407.

§ 3692. Plan of road to be deposited with town clerk. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commis-

1849.
Rev. 1898, §3408.

sioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken.

1849.
Rev. 1898, §3400.

§ 3693. Statement filed with secretary of state.

Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances.

1895, ch. 223, §1.

§ 3694. Condemnation of corporate stock.

In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may, upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal.

1895, ch. 223, §2.

§ 3695. Stockholder may begin proceedings.

If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors. 1870.
Rev. 1888, §3470.

Railroad may be operated by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity; provided, however, that no part of a railroad to be operated under the provisions of this act shall be opened for public travel unless the company operating the same shall have first obtained a certificate signed by the railroad commissioners that such railroad or part thereof is in a suitable and safe condition. 1907, ch. 124.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability. 1862, 1868.
Rev. 1888, §3471.
1889, ch. 98.

§ 3699. Construction of branches. Any company in this state may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branches is found by a judge of the superior court, upon due application, after such reasonable public notice as such judge may order, to be of public necessity and convenience. 1890, ch. 106, §1.

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 484.

1889, ch. 106, §4.

§ 3700. Charters amended. Section 3699, this section, and § 3701 shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any such charters as to the length of branches which such companies may build.

1889, ch. 106, §2.

§ 3701. Branches may be mortgaged. For the purpose of paying the cost of building any such branch, any railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner provided in § 3804 for verifying the cost of a railroad for the purpose of issuing bonds.

1871.
Rev. 1888, §3472.
1889, ch. 106, §3.

§ 3702. Contracts with connecting roads. Any company may make lawful contracts with any other company with whose railroad its tracks may connect or intersect, in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such company.

1878.
Rev. 1888, §3473.

§ 3703. Leases to be approved by stockholders. No lease of any railroad shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the companies that are parties to the lease, by a vote of two-thirds of the stock represented at a meeting of the stockholders called for that purpose. At least one month's notice of such meeting shall be given by advertising twice a week for four weeks in a daily paper published in the state, and also by mailing a copy of the call and of the lease to each stockholder. Said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1887.
Rev. 1888, §3447,
§3475.

§ 3704. Record of conveyance or lease. All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified

§ 3705. Lessor is not usually exempt from liability for negligence of lessee in operating railroad. 65 C. 230.

in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

§ 3705. Crossing highways or watercourses. When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such highway to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final.

§ 3706. Appeals. When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concern-

§ 3706. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 881. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 223.

1849.
Rev. 1888, §3476.

1849.
Rev. 1888, §3477

ing such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

1871.
Rev. 1888, §3470.

§ 3707. Land may be taken for change of highway.

When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1840, 1888.
Rev. 1888, §3480.

§ 3708. Construction of railroad over highway at grade restricted. Every company which may locate and construct a railroad across any highway shall construct it so as to cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1898, ch. 2.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

§ 3708. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 39 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54 C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

1868.
Rev. 1868, §3481.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

1867.
Rev. 1868, §3489.
1897, ch. 70.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1869.
Rev. 1868, §3500.
See §3018.

§ 3713. Removal of grade crossings. The selectmen of any town, the mayor and common council of any city, the

1876, 1877.
Rev. 1868, §3489.
1899, ch. 220, §1.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

§ 3713. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine

warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to such petitioners, the company, the municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, the commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, the commissioners shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway;

whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, the commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, the commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the commissioners in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a railroad, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall

1884.
Rev. 1893, §3433
1898, ch. 280, §52,
2.

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 53 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

Penalty for exceeding appropriation; exceptions.

Whenever any specific appropriation of money may have been made by the General Assembly, by the representatives and senators of any county, or by any community or corporation named in the preceding section, every agent, commissioner, or executive officer of the state, or of any county, city, borough, town, or school district, who shall wilfully authorize or contract for the expenditure of any money, or the creation of any debt for any purpose in excess of the amount specifically appropriated for such purpose by the general assembly, the county representatives and senators, or the community or corporation of which he is agent, commissioner, or executive officer, unless such expenditure shall be made or debt contracted for the necessary repair of roads or bridges, or the necessary support of schools or paupers, in cases arising after the proper appropriation has been exhausted, shall be fined not exceeding one thousand dollars, or imprisoned in the county jail not exceeding one year, or both.

1907, ch. 294.

Railroad commissioners may order removal of obstructions to view. § 1. If the view of that portion of the tracks of any railroad, crossing a highway at grade, which adjoins such crossing is obstructed by trees, shrubbery, embankments of earth, or structures of any kind, the railroad commissioners may, after a hearing had upon such notice as they deem reasonable to the company or companies owning or operating such railroad or railroads and to the selectmen of the town, mayor of the city, or warden of the borough wherein such crossing is situated, and to the owners of the land adjoining such crossing, make such orders for or concerning the removal of any such obstruction as will afford an unobstructed view of said railroad tracks and said highway for a distance of at least one hundred and fifty feet in each direction from said crossing. For the purposes of

this act, land or easements in land may be taken in the manner provided by law for the taking of land by railroad companies; all orders of the railroad commissioners pursuant to the provisions of this act shall specifically set forth the limits within which land may be taken, and the nature, purposes, and specific limits of the easements so authorized to be taken by virtue of this act. The whole expense occasioned by any order of said commissioners under the provisions of this section shall be borne and paid by such railroad company.

Appeals. § 2. The provisions of section 3718 of the general statutes relating to appeals are hereby made applicable to this act.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose mentioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1868.
Rev. 1868, §3484.

§ 3716. Highway crossed by more than one railroad. Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

1899, ch. 290, §4.
1876.
Rev. 1898, §3490.

§ 3717. Assessment of damages. In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioner, the damages

1876, 1877.
Rev. 1868, §3491.
1899, ch. 317.

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communicated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

1889, ch. 290, § 7.
1893, ch. 344.

§ 3719. Repair of structures over or under railroads.
Notice of defect. Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same.

1907, ch. 260.

Changes in highway passing over or under railroad.
§ 1. When any highway passes over or under a railroad, if the convenience and necessity of the public require a change in such highway, the town, city, or borough in which such highway is located may bring a petition to the railroad commissioners in the manner prescribed in section 3713 of the general statutes, and, after the notice prescribed by said section, said railroad commissioners shall proceed to a hearing on said matter, and may make such order as they deem necessary for the convenience and necessity of the public or the safe and suitable operation of the railroad. For the purposes of this act, said railroad com-

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C 496. See case cited under § 3730.

missioners shall have and exercise all and the same powers now conferred by statute upon said commissioners concerning the removal of grade crossings, and land may be taken and acquired in the manner provided by law for the taking of land by railroad companies. The party upon whom shall be imposed, by such order, the duty of making such changes in such highway may use the material and abutments of any existing bridge in the old highway in the construction of a bridge in the substituted or changed highway. The expense of any changes ordered as hereinbefore provided shall be apportioned among the railroad company, the town, city, or borough interested therein, and any street railway company whose tracks are located in such highway or which has power to lay its tracks therein as provided by section 3863 of the general statutes, in such manner as the railroad commissioners shall deem equitable; but in no case shall an amount in excess of one-half of the expense of such alteration, including land damages or special damages, be assessed upon any such town, city, or borough.

Appeals. § 2. The provisions of section 3718 of the general statutes concerning appeals shall be applicable to this act.

§ 3720. Reimbursement of towns and cities. The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim.

1893, ch. 202.

§ 3721. Penalty for noncompliance. Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the

1894.
Rev. 1893, §3465.

commissioners shall give notice of all such forfeitures to such town, which shall collect the same.

1894.
Rev. 1898, §§3486,
3487.

§ 3722. Change of highway near railroad. When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

1895, ch. 276, §1.

§ 3723. Commissioners may change highway. Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company.

1895, ch. 276, §2.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

1895, ch. 165.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights, alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person

1876.
Rev. 1893, §3406.
1899, chs. 143,
204,
1893, ch. 203, §51.
2, 3.

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any person aggrieved by any order or judgment of the commissioners under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

1897, ch. 307, §1.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued.

1908, ch. 64.

Right of railroad to take land upon discontinued highways. When any highway, or portion thereof, in which are located tracks of any railroad or railway, shall be lawfully discontinued, the company owning or operating such railroad or railway shall have the right, with the approval of the railroad commissioners, to take land for its railroad or railway within the limits of such highway or part thereof discontinued, in the manner provided in section 3687 of the general statutes.

1897, ch. 307, §2.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice.

1884.
Rev. 1898, §3498

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corpora-

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

tion other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

1884.
Rev. 1888, § 3499.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

1878.
Rev. 1888, § 3501,
3502.

§ 3736. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 897.

1866.
Rev. 1868, §3508.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

1850, 1874.
Rev. 1868, §3504.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1861.
Rev. 1868, §3505.

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

§ 3733. This section operates as an amendment to all railroad company charters. 27 C. 479.

§ 3734. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reenactment of same statute. 49 C. 139. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 128. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such service may be made by mailing a registered letter addressed to the secretary of the company.

1881.
Rev. 1888, §3508.
1888, ch. 770.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company.

1881.
Rev. 1888, §3507.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town.

1881.
Rev. 1888, §3509.

earlier grants. 51 C. 403. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 473. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

§ 3738. This section should receive a reasonable rather than a literal construction. 57 C. 444.

1881.
Rev. 1888, §3609.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737.

1881.
Rev. 1888, §3610.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof.

1903, ch. 79.

Street railways not running on public streets or highways to be fenced. The provisions of §§ 3733, 3735, 3736, 3737, 3738, and 3739 of the general statutes shall hereafter apply to street railways, except when such street railways are located in public streets or highways.

1887.
Rev. 1888, §361.

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway, bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1887.
Rev. 1888, §3612.

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any

railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

CHAPTER 214.

Railroad Depots.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or fraction of a mile for transporting passengers between such stopping place and the next station. 1896.
Rev. 1888, §3512.

§ 3743. Petition for station on unfinished road. When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best. 1895.
Rev. 1888, §3514.

1898.
Rev. 1898, §3516.

§ 3744. Abandonment of station regulated. No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

1898, ch. 90.

§ 3745. Change of station when line is moved. Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

1898, ch. 105.

§ 3746. Restoration of station. Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1874.
Rev. 1898, §3518.
1898, ch. 313.

§ 3747. Appeals from orders relating to stations. Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment,

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 48 C. 351.

or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

Petition for order to stop trains. § 1. When any railroad company shall refuse to stop any of its passenger trains at any station, the selectmen of any town, the warden and burgesses of any borough, or the mayor and common council of any city, in which such station is situated, may make application in writing to the railroad commissioners praying that such company may be ordered to stop the train or trains mentioned in said application at said station; and said commissioners shall order such notice as they may deem reasonable to be given to such municipal authorities and to the railroad company of the time and place of hearing and shall hear said application. Within ten days after the final date of such hearing the railroad commissioners shall make such order in the premises as they may deem just and proper, and said order shall be communicated to said railroad company and to said applicants, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in section 3747 of the general statutes and with like effect the superior court may, upon application of any party with due notice to adverse parties, amend or change any order passed as aforesaid. Said order may be enforced by mandamus.

1907, ch. 261.

§ 2. This act shall take effect from its passage.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

1887.
Rev. 1886, §3622.
1890, ch. 48.

§ 3749. Sunday trains restricted. No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1887.
Rev. 1886, §3634.
1890, ch. 23.

§ 3750. Freight not to be handled on Sunday; exceptions. No such company shall permit the handling, loading, or unloading of freight on any road operated by it, or at any of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

1887.
Rev. 1886, §3625.

§ 3751. Penalty. Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

1887.
Rev. 1886, §3636.
1890, ch. 128.

§ 3752. Fares on Sunday trains; forfeiture. No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

1887.
Rev. 1886, §3637.

§ 3753. Effect of preceding sections. The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

§ 3754. Standard time; forfeiture. Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

1862.
Rev. 1888, §3628.

§ 3755. Approach to station; forfeiture. Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such approach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

1862.
Rev. 1888, §3631.

§ 3756. Companies to afford mutual facilities. Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state.

1860, 1864.
Rev. 1888, §3630.

§ 3757. Commissioners may regulate connections. Any person, claiming to be aggrieved by the neglect of any such company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days.

1864.
Rev. 1888, §3630.
1889, ch. 131.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or

1859.
Rev. 1888, §3632.

near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage.

1859.
Rev. 1866, §3532.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may complain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies; and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine.

1856, 1859.
Rev. 1866, §3534.

§ 3760. Order by commissioners as to connections. When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

1874.
Rev. 1866, §§3535,
3536.

§ 3761. Facilities for connecting roads; forfeiture. Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discrimi-

nate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

§ 3762. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1899.
Rev. 1899, §3837.

§ 3763. Couplers to be approved by commissioners. No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

1899.
Rev. 1899, §3838.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.

1899.
Rev. 1899, §3839.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building pre-

1848, 1864, 1906,
1867, 1872.
Rev. 1898, §3540.
1899, ch. 63.

pared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train is next to move, unless such cards shall be dispensed with by the commissioners.

1900, ch. 166.

Spitting in public places prohibited. § 1. No person shall spit on the paved walk of any public street, park, or square, or upon the floor of any hall or office in any hotel, restaurant, apartment house, tenement, or lodging house which is used in common by the guests or tenants thereof, or upon the floor, platform, steps, or stairs of any public building, church, theater, railway station, store, or factory, or street car or other public conveyance.

Term defined. § 2. The term spitting as used in this act shall be defined as the act of expelling any secretion from the chest, throat, mouth, or nose.

Penalty. § 3. Any person violating the provisions of this act shall be fined not less than one dollar nor more than five dollars, or imprisoned not more than thirty days, or both.

1892.
Rev. 1898, §3664.

§ 3766. Water-closets at stations. Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state.

1900, ch. 106.

§ 3767. Bulletin of late trains; penalty. The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state,

or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888.

§ 3768. Payment of fare not to be evaded. No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations.

1867.
Rev. 1888, §3541.

§ 3769. Change in commutation fares regulated. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

1865.
Rev. 1888, §3542.
1897, chs. 160,
181.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense.

1878.
Rev. 1888, §3543,
3544.

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

1899, ch. 8.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense.

1895.
Rev. 1898, §3546.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1895.
Rev. 1898, §3545.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading. 1899, ch. 312, §1.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected. 1899, ch. 312, §2.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company. 1899, ch. 312, §3.

§ 3777. Penalty for refusing to transport material. Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars. 1879. Rev. 1898, §3547.

§ 3778. Penalty for refusing to give receipt. Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars. 1867. Rev. 1898, §3548.

1881.
Rev. 1898, §3581.

§ 3779. Fire caused by engine; insurable interest.

When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

1881.
Rev. 1898, §3582.

§ 3780. Notice of claim.

No action shall be brought under § 3779, unless written notice of the claim is given to such company within twenty days after the fire, specifying the day and time of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1881.
Rev. 1898, §3583.

§ 3781. Land damages not to be affected by fire risk.

No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

1886.
Rev. 1898, §3549

§ 3782. Certain employees to wear badges.

All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.

1905, ch. 202.

Trespass on railroads. § 1.

Every person who shall, without right, be upon, or attach himself to, any engine or car upon the track of a railroad, or occupy or be upon any part of the platform or grounds of any station or yard of

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447. Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 464.

such railroad, or ride, drive, or lead any beast on said track, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other informing officer of the town in which such offense shall have been committed.

§ 2. Sections 3783 and 3784 of the general statutes are hereby repealed.

System of signals not to be changed without approval of railroad commissioners. No railroad company operating a railroad in this state shall change the character of its system of signals, either as to color or otherwise, until the railroad commissioners, after notice and hearing had, shall have given their written approval of such change.

1907, ch. 126.

§ 3785. **Warnings at grade crossings.** Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve.

1865.
Rev. 1888, §3478.

§ 3786. **Bells and whistles.** Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use.

1851.
Rev. 1888, §3653.

§ 3787. **Bells and whistles to sound at crossings.** Every person controlling the motions of an engine on a railroad shall commence sounding the bell or whistle when such engine is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any

1851.
Rev. 1888, §3654.

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

1899, ch. 6.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

1897.
Rev. 1898, §3555.

§ 3789. Assistant engineer or fireman may signal. Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1899.
Rev. 1898, §3556.

§ 3790. Signal at crossing not at grade. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1851.
Rev. 1898, §3557.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

1861, 1896.
Rev. 1898, §3558.
3559.
1895, ch. 189.

§ 3792. Commissioners may regulate signals. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners, representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing,

the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section.

§ 1. Opening of drawbridge. No railroad company shall be required to open or keep open any drawbridge in the line of its railroad, except on signal for and during the passage of boats and vessels through such drawbridge; and this act shall be deemed to be amendatory of all charters of railroad companies inconsistent herewith.

1903, ch. 32.

§ 2. This act shall take effect from its passage.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1853, 1869.
Rev. 1898, §3560.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

1853.
Rev. 1898, §3561.

§ 3795. Trains to stop at station near drawbridge. Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or

1895.
Rev. 1898, §3563.

leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

1865.
Rev. 1898, §3562.

§ 3796. Complaint of interference with navigation. The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

1853, 1856.
Rev. 1898, §3564.

§ 3797. Switches at railroad junctions. No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

1873.
Rev. 1899, §3565.

§ 3798. Regulation of speed and stops. The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state.

1863, 1864.
Rev. 1898, §3566.

§ 3799. Number of brakemen. Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall

be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.

Railroad commissioners to have power to regulate number of employes on trains. § 1. The railroad commissioners shall have power to order, after a public hearing, such changes in the number of employes upon freight or passenger trains as in their opinion will conserve the public safety or the safety of such employes.

1900, ch. 219.

Penalty. § 2. If any company shall fail to place upon any of its trains the number of brakemen required by the provisions of the general statutes or in pursuance of the foregoing provisions of this act, it shall forfeit twenty-five dollars to the state for each day of such neglect, to be recovered by the state's attorney in the county where such offense is committed.

§ 3800. Notice to commissioners of accidents. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved.

1853, 1861.
Rev. 1896, §3807.

§ 3801. Hospital stretchers to be provided. Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1863.
Rev. 1896, §3808.

1884.
Rev. 1888, §3585.

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners, are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

1897, ch. 37.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars.

Bonds, Mortgages, and Foreclosures.

1905, ch. 149.

Bonds of railroad and railway companies. § 1. Every railroad company or street railway company may borrow money and give its bonds therefor, signed by its president and countersigned by its treasurer, and may dispose thereof as authorized by its stockholders. Any bonds issued by virtue of the general authority conferred by this act shall, before being issued, be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond so issued. The comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter a memorandum of such cancellation in his register. No such company, by virtue of the general authority conferred by this act, shall issue any bonds of a less denomination than one hundred dollars, or have bonds issued under such authority, and without other authority from the general assembly, outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad or railway, and any false swearing in the matter shall be perjury; provided, that nothing herein contained shall affect the authority heretofore given by law to street railway companies chartered before the close of the session of the general assembly of 1895 to have bonds outstanding to the amount of seventy-five per centum of said sum certified as aforesaid. The comptroller shall not permit the bonds of any railroad company or street rail-

way company, issued under authority of this act, registered in his office and uncanceled, to exceed the amount limited in this section.

§ 2. Any railroad company or street railway company may secure its lawfully issued bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, or other trustee, in trust for the holders of such bonds. Such mortgage shall be recorded in the office of the secretary of the state and need not be recorded in the records of towns within which the property so mortgaged is situated.

§ 3. When any railroad company or street railway company has mortgaged, or shall mortgage, its railroad or railway, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, cars, and other personal property, and of its property, whether real or personal, thereafter to be acquired by it for use upon said railroad or railway, such mortgage shall be deemed valid and effectual as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of the state shall be sufficient record and notice to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

§ 4. Sections 3804, 3805, 3806, 3808, and 3848 of the general statutes are hereby repealed.

§ 3807. Issue of bonds. Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1883.
Rev. 1888, §§ 3447,
3448.

1868.
Rev. 1866, §3873.

§ 3809. Surrender of road to mortgage trustee.

When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1868.
Rev. 1866, §3874.

§ 3810. Liability of trustee limited.

When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

1868.
Rev. 1866, §3875.

§ 3811. Trustee to make inventory.

The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory.

1868.
Rev. 1866, §3876.

§ 3812. Trustee to render accounts; may complete foreclosure.

The trustee, while operating such road, shall file
§ 3812. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead.

1858.
Rev. 1898, §3577.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees.

1858.
Rev. 1898, §3578.

§ 3815. Trustee to have same powers as corporation. When any such railroad is in the possession of a trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof.

1874.
Rev. 1898, §3579.

§ 3816. Administration expenses to be deducted from earnings. The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court,

1858.
Rev. 1898, §3580.

shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

1897, ch. 88, §1.

§ 3817. Purchasers under foreclosure may reorganize corporation. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88, §§2, 3, 4.

§ 3818. Certificate of incorporation. The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises, or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

Annual Returns of Steam Railroad Companies.

1878, 1883.
Rev. 1888, §§3086,
3087, 3088.
1889, ch. 172.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce com-

mission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

§ 3820. Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

1878.
Rev. 1898, §3589.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased.

1884.
Rev. 1898, §3590.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the rail-

1899, ch. 198.

road commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger.

CHAPTER 217.

Street Railway Companies.

1905, ch. 244.

Construction plans to be submitted to local authorities. § 1. When any company shall have been chartered by the general assembly for the purpose of operating street railways, such company may construct and operate its railway, with one or more tracks and all necessary equipments and appurtenances, upon and along the routes, highways, and public grounds permitted by said company's charter and the amendments thereto, but before such company shall proceed to construct such railway, or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modi-

fications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid or approved on appeal by the railroad commissioners or the superior court, as provided in sections 3832, 3833, and 3834 of the general statutes.

§ 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within their respective jurisdictions, shall have power to make reasonable orders regulating the speed at which any street railway company may run its cars upon any highway; but none of such authorities shall, by such orders, authorize or permit such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

Regulation of speed.

§ 3. Sections 3823 and 3841 of the general statutes are hereby repealed.

Local authorities to direct location of tracks and permanent structures on highways. Section 3824 of the general statutes as amended by chapter 219 of the public acts of 1907 is hereby amended to read as follows: The selectmen of each town, the mayor and common council of each city, and the warden and the burgesses of each borough, shall, within their respective jurisdictions, and subject to the right of appeal as provided in sections 3832 and 3843 of the general statutes, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures, or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in grade of such railway, and may make all orders necessary to the exercise of such power of control; provided, that orders concerning relocation, removal, and

1909, ch. 184.

changes in grade, except upon the application of the company operating such railway, shall be made only for the purpose of public improvement; and the cost of any such relocation, removal, or change of grade ordered upon the application of such company shall be paid by such company. Such orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall at its own expense comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out such orders and recover the expense thereof from such company in an action on this statute, or may proceed by a writ of mandamus to compel such company, at its own expense, to carry out such orders. Except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where such tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway, where such tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. When ever any town, city, or borough shall change the grade of any such highway after the tracks of any street railway company have been duly located thereon, such company shall comply with any reasonable order to temporarily remove its tracks for the purpose of such change, and, when such change has been completed, shall conform the grade of its tracks to the newly established grade of the highway, and such company shall pay all the costs of changing its tracks and one-half of the cost of the necessary excavating, filling, resurfacing, paving, or other construction work within lines two feet on the outside of each outer rail of such tracks. Such city, town, or borough shall pay the rest of the cost of changing the grade of such highway.

1901, ch. 186, §11.

§ 3825. Hearing by municipal committee. Whenever any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such

warden and burgesses or mayor and common council, duly appointed for that purpose, or by any board connected with such municipal government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

§ 3826. Local authorities may change orders. The town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824. 1893, ch. 100, §11.

§ 3827. Orders relating to grade. No order shall be issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein. 1896, ch. 126, §1.

§ 3828. Selectmen to file orders for record. Penalty. Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars. 1896, ch. 126, §8.

§ 3829. Tracks not to be laid until order is lodged for record. No street railway company shall lay its tracks in any highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk. 1896, ch. 126, §9.

§ 3830. Commissioners to direct method of construction. The railroad commissioners, subject to the right of 1901, ch. 156, §8.

appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

1901, ch. 156, §4.

§ 3831. Orders on company's application. All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid.

1901, ch. 156, §5.

§ 3832. Company may appeal to commissioners. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial, direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commis-

§ 3833. Notice to company may be by mail. 73 C. 337.

sioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

Paving of city streets by street railway companies.

1903, ch. 200.

On an appeal taken under the provisions of § 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.

§ 3833. Commissioners may amend order. Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal.

1901, ch. 156, §7.

§ 3834. Appeal to superior court. Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse parties, amend or change any order passed by it on appeal as aforesaid.

1901, ch. 156, §8

§ 3835. Right of certain companies to lay tracks to cease. In case any street railway company, which, since the

1896, ch. 160, §4.

first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

1893, ch. 160, §5.

§ 3836. Failure to operate railway. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immediately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute.

1893.
Rev. 1893, §§3597,
3598.
1893, ch. 160, §6.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails

thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

1868.
Rev. 1896, § 3837.
1898, ch. 169, § 9.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judg-

1898, ch. 169, § 10.

ment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

1893, ch. 169, § 7.
See § 3845.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct.

1906, ch. 308.

Taxation of corporations doing an express business wholly on lines of electric railway. Section one of chapter 264 of the public acts of 1905 as amended by chapter 268 of the public acts of 1907 is hereby amended to read as follows:

Every corporation, person, or partnership conducting an express business wholly on lines of electric railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by such person, or, in case of a corporation or partnership, by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation, person, or partnership for its express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation, person, or partnership shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation, person, or partnership used in the conduct of such express business.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at a distance of not less than one hundred and fifty feet, nor more than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars.

1901, ch. 127.

§ 3843. Appeal by adjoining owner. Whenever the war-

den and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall

1895, ch. 263, §2.
1901, ch. 156, §6.

be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

1893, ch. 100, § 12.
1897, ch. 106.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway.

1909, ch. 101.

Railroad may make alterations for public safety. Whenever any street railway is located and constructed in part on private way, upon the written petition of the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough in which such private way is situated, or of the company owning or operating such railway, the railroad commissioners, after reasonable notice of the time and place of hearing thereon shall have been given to the petitioners, the company, and the persons interested in the land adjoining such private way, shall find that public safety and convenience require an alteration in such location, the company owning such railway may so far alter such location as to change the radius of its curves, the width of its layout, its slopes and embankments, may straighten and improve its lines and extend its lines of sight, and, with the written approval of said commissioners prescribing the extent, may take land for such purposes in the manner provided in section 3687 of the general statutes.

1897, ch. 87.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars.

Cars equipped with air brakes to be provided with seat or stool, when running outside of the limits of a city or borough. Exception. § 1. Every company owning or operating a street railway in this state shall cause each of its cars having an air brake, and when running outside the territorial limits of any city or borough, to be provided with a seat or stool for the use of the motorman operating such car or the person having the motive power of the same under control; provided, that the railroad commissioners may exempt from the provisions of this act any line or parts of a line, or any cars of such a company if, after public hearing, they shall find that the presence of such seats upon such line, parts of line, or cars would endanger or inconvenience any person or persons traveling or being legally upon such lines or cars.

1909, ch. 287.

Penalty. § 2. Any company owning or operating any such car which shall neglect or refuse to cause the same to be provided with a seat or stool for the use of the motorman operating the same or the person having the motive power of such car under control, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

§ 3. This act shall take effect October 1, 1909.

Facilities for travel on connecting railways. § 1. Every company owning or operating a street railway shall so operate such railway and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to other street railways connecting with such railway.

1907, ch. 285.

Powers of railroad commissioners. § 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, claiming to be aggrieved by the neglect or refusal of any such company or companies operating street railways within the limits of such town, city, or borough to comply with the provisions of section one of this act, may bring a petition in writing to the railroad commissioners alleging such neglect or refusal. Said commissioners shall thereupon appoint a time and place for hearing such petition and give reasonable notice thereof to the petitioner and to such company or companies. After such hearing the commissioners shall make such orders as they deem reasonable and equitable and shall communicate their decision to the petitioner and to such company or companies within twenty days after

final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each thirty days of such noncompliance after the expiration of said ten days.

§ 3. This act shall take effect from its passage.

1892, ch. 169, §8.
1897, ch. 248.

§ 3846. Building of parallel roads regulated. No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

1901, ch. 87.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the first day of November in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the fifteenth day of October next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to any person applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation.

Approved, April 5, 1905.

1876.
Rev. 1938, §3804.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company.

1889, ch. 2, §51, 2.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and

singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1889, ch. 2, §3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original stockholders or corporation, and shall be subject in all shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

1889, ch. 2, §§4, 5.

§ 3852. Certificate of reorganization to be filed. Within thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made, and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner and form as aforesaid, said proceedings for reorganization shall be void.

1889, ch. 100, §16.

§ 3853. Use of tracks by another company. When two or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize

such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway, or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used.

§ 3854. Directors to be residents of state. A majority of the directors of every company operating a street railway in this state shall be residents of this state. 1892, ch. 160, § 18.

§ 3855. Steam not to be used. No street railway company shall use steam for motive power. 1864.
Rev. 1898, § 3854.

§ 3856. Removal of snow regulated. No such company, having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city. 1861.
Rev. 1898, § 3856

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company. 1874.
Rev. 1898, § 3857.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to 1874.
Rev. 1898, § 3858.

be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel.

1861.
Rev. 1898, §3602.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

1861.
Rev. 1898, §3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

1898, ch. 169,
§§13, 18.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1899, ch. 168.
1899, ch. 506.
1899, ch. 2.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

§ 3863. Held not to repeal charter right to cross steam road at grade.
65 C. 410.

§ 3864. Commissioners may apportion expenses. In proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714.

1895, ch. 222, §2.
1901, ch. 166, §2.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding.

1895, ch. 222, §2.
1901, ch. 166, §2.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating

1895, ch. 222, §21.
2.

such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which, and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1895, ch. 222, §§3,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

1895, ch. 120.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1900, ch. 222.

Railroad to repair highway bridges, where its operation has made such bridges unsafe. § 1. Whenever any highway bridge, over which a street railway is operated, shall become unsafe for public travel, the company operating such railway shall pay the whole expense of repairing, strengthening, or reconstructing such bridge if such bridge would be safe for public travel if such railway were not operated over it. But if such bridge would be unsafe for public travel, if such railway were not operated over it, then so much of the expense of repairing, strengthening, or reconstructing such bridge shall be paid by such railway as may be equitable. In the event of any

disagreement between such railway company and the town or towns bound by law to maintain such bridge as to the necessity of repair or reconstruction, or as to the character of such repair or reconstruction, or as to the apportionment of the expense thereof, the railroad commissioners, upon application of any party in interest and after due hearing, shall, subject to the provisions of section 3832 of the general statutes, make such orders as they shall deem necessary in the interest of public safety for the repair, strengthening, or reconstruction of such bridge, and shall determine, in accordance with the principle herein stated, what portion of the expense thereof shall be borne by such railway company.

Provisions not to excuse noncompliance with its charter, or the charter of city, or borough, or the statute law of the state. § 2. Nothing herein contained shall be construed to excuse any railway company from the duty of repairing or maintaining bridges imposed upon it by its charter, or the charter of any city or borough, or relieve said railway company from the obligation imposed by sections 3719, 3740, and 3868 of the general statutes.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

1895, ch. 231, §2.
1897, ch. 941, §1.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order re-

1897, ch. 941, §2.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

lating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1906, ch. 62.

Railroad commissioners may order street cars to be equipped with air brakes. § 1. Whenever the railroad commissioners deem it necessary, in the interests of the public, that any or all of the cars operated by any street railway company upon any highway in this state shall be equipped with air brakes or other sufficient brakes, said railroad commissioners may order the company operating such cars to equip such cars with brakes, operated by air or otherwise, of such kind and in such manner as said railroad commissioners may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, alter, modify, or revoke any such order.

Penalty. §2. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to brakes made pursuant to the provisions of section one of this act shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1896, ch. 281, §1.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads.

1895.
Rev. 1898, §3005.
1898, ch. 169, §14.
1896, ch. 198.
1897, ch. 156, §1.

§ 3872. Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually,

on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1865.
Rev. 1898, § 3806.
1898, ch. 169, § 14.
1898, ch. 193.
1897, ch. 156, § 1.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

1897, ch. 200.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

1899, ch. 68.

§ 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

1908, ch. 85.

§ 1. Title by adverse possession not acquired to land used by electric railway company. If any person shall take into his enclosure any part of land belonging to a railway company within the limits of which said company has located an electric railway, or shall erect any building upon any part of such land, said person shall not by adverse possession acquire any title to the land so enclosed or built upon.

§ 2. This act shall take effect from its passage.

1907, ch. 228.

Certificate of merger to be filed with secretary. Whenever any railroad or railway company, pursuant to any authority contained in its charter, shall have acquired any of the franchises of any other corporation or consolidated or merged with or in any other corporation, such railroad or railway company shall, upon consummation of such acquisition, consolidation, or merger, file with the secretary of the state a certificate, signed and sworn to by its president or its secretary, setting forth the fact of such acquisition, consolidation, or merger and, in case of consolidation or merger, the name of the consolidated corporation.

CHAPTER 218.

Railroad Commissioners.

1868, 1868, 1868,
1874, 1877, 1887.
Rev. 1888, §3413.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad com-

missioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

§ 3878. Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner. 1877.
Rev. 1898, §3414.

§ 3879. Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877. 1877.
Rev. 1898, §3415.

§ 3880. Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there. 1871, 1874, 1877.
Rev. 1898, §3416.

§ 3881. Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents. 1877.
Rev. 1898, §3417.
1901, ch. 154, §12.

§ 3882. Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the commissioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall 1877.
Rev. 1898, §3418
1901, ch. 154, §12.

pay to the treasurer the amount so apportioned to them respectively.

1863.
Rev. 1868, §2419.
1901, ch. 154, §14.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1874.
Rev. 1888, §3423.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

1849.
Rev. 1868, §3490.

§ 3885. Notices concerning layout and real estate. Before the commissioners shall approve the layout of any rail-

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

road, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

§ 3886. Road not to be opened without certificate of commissioners. No part of any railroad or street railway shall be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1866.
Rev. 1888, §3481.
1901, ch. 166, §1.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

1860, 1866, 1888.
Rev. 1888, §3482.
1901, ch. 166, §2.

§ 3888. May order gates, flagmen, and signals. Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visit-

1884.
Rev. 1888, §3484.

§ 3888. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

ing the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1888, 1894.
Rev. 1888, §3485.
1889, ch. 316.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

1907, ch. 948.

Order for heating and lighting cars. Section 3890 of the general statutes is hereby amended to read as follows: The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars.

1894.
Rev. 1888, §3492.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed.

1894.
Rev. 1888, §3493.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the

tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

§ 3893. General orders regarding crossings. Penalty. The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

1888.
Rev. 1888, §3406.

§ 3894. Speed of trains in cities and boroughs. The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1895, ch. 153.

§ 3895. Recommendations by commissioners. The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public

1888.
Rev. 1888, §3495.
1901, ch. 155, §9.

safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation.

1878.
Rev. 1888, §§3487
3488.

§ 3896. Guard rails on bridges. Penalty. When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1888.
Rev. 1898, §3489.

§ 3897. When officers or company may be enjoined. If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions.

1878, 1881.
Rev. 1888, §§3490,
3491.
1901, ch. 156, §15.

§ 3898. Commissioners may examine witnesses. The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

1888, 1878, 1888.
Rev. 1898, §3492.
1895, ch. 254.
1901, ch. 156, §10.

§ 3899. Commissioners' report. The commissioners shall make an annual report of the general conduct and con-

dition of all railroads and street railways in the state, and of every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

§ 3900. Penalty for disregard of order. When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue. 1884.
Rev. 1888, §3496

§ 3901. Recovery of forfeitures to state. All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures. 1884.
Rev. 1888, §3497.

General Penalty.

§ 3902. Penalty. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars. Rev. 1888, §3607

TITLE THIRTY.— CHAPTER 226.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee. 1875.
Rev. 1888, §3956.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto. 1846.
Rev. 1888, §3971.

1905, ch. 1.

Railroad and railway companies. § 1. No length of possession, user, or occupancy of land belonging to a railroad or street railway corporation and used for its corporate purposes shall hereafter create or continue any right in or to such land.

§ 2. No length of possession, user, or occupancy by a railroad or street railway corporation of land belonging to another shall hereafter create or continue any right in or to such land.

TITLE THIRTY. — CHAPTER 230.

1896.
Rev. 1896, §2374.

§ 4068. **Use of barbed wire regulated.** No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough, in which such sidewalk or highway is situated.

1899, ch. 126.

§ 4069. **Barbed wire between adjoining premises.** No person or corporation shall use barbed wire in the construction of fences, or have barbed wire upon existing fences, between their own premises and those of an adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent. Every person or corporation violating any provision of this section shall be fined not more than one hundred dollars.

1899, ch. 143.
1897, ch. 52.

§ 4070. **Use of barbed wire prohibited.** No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or public building. Every person who shall violate any provision of this section shall be fined not more than one hundred dollars.

TITLE THIRTY-ONE. — CHAPTER 232.

1890.
Rev. 1896, §1996.

§ 4117. **Unclaimed damages for land taken to be paid to state treasurer.** When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed

and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the state, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

TITLE THIRTY-TWO. — CHAPTER 233.

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

1871.
Rev. 1868, §3022.

TITLE FIFTY-SIX. — CHAPTER 283.

§ 4800. Board of civil engineers. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this state, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger.

1873.
Rev. 1868, §3022.

§ 4801. Term of office; fees. The members of said board shall be sworn to faithfully and impartially perform the duties imposed upon them by this chapter, and shall continue in office for the term of two years and until others are appointed in their stead. They shall each receive ten dollars per day and all necessary and reasonable expenses while actually employed.

1873.
Rev. 1868, §3027.

§ 4802. Inspection of dams; notice; expenses. The mayor and aldermen of any city, the warden and burgesses of

1873.
Rev. 1868, §3028.

any borough, or a majority of the selectmen of any town, upon the application of two or more persons or corporations who would suffer loss or damage by the breaking away of any dam or reservoir within said city, borough, or town, shall forthwith inspect the same, and if in their opinion said dam or reservoir is not sufficiently strong and substantial to withstand the action of water under any circumstances which may reasonably be expected to occur, they shall at once notify one or more of the board of civil engineers to inspect the said dam or reservoir with them, and if in the judgment of said engineer said dam or reservoir is unsafe, such municipal authorities shall serve notice on the person owning or having the care and control of the same to place said dam or reservoir in a safe or permanent condition, under the supervision of one of said board of civil engineers; when such repairs are completed and accepted by said civil engineer he shall issue a certificate to said persons owning or controlling the same, and also cause to be recorded upon the records of the town in which said dam is located his doings with a copy of the certificate so issued; but if said engineer shall find said dam or reservoir to be secure and safe, then the expense of such inspection shall be paid by the town in which said dam or reservoir is located.

1878.
Rev. 1888, §3009.

§ 4803. Approval of new dams. Before any person or corporation shall construct a dam or reservoir in a locality where life or property may be endangered through the insufficiency thereof, the plans and specifications for such dam or reservoir shall be submitted to a member of said board of civil engineers, who shall examine the ground where the dam or reservoir is to be built and the plans and specifications therefor; if he approve the same, he shall issue a certificate authorizing the construction of such dam or reservoir. No such dam or reservoir shall be constructed without such approval and certificate.

1878.
Rev. 1888, §3700.

§ 4804. Inspection of work; certificate of approval. The engineer, under whose authority a dam or reservoir is being constructed, shall inspect the work or cause the same to be inspected at least three times before completion; and if he shall be satisfied that such dam or reservoir has been built in a substantial and safe manner, in accordance with the plans and specifications approved by him, and is strong and secure, he shall issue a certificate approving the same, which certificate shall be recorded in the office of the town clerk of the town in which such

dam or reservoir is located. No such dam or reservoir shall be used until such certificate is obtained and recorded.

§ 4805. Compensation. The compensation and expenses of the board of engineers, or any of them, when acting under the provisions of §§ 4802, 4803, or 4804, shall be paid by the person owning or constructing the dam or reservoir.

1878.
Rev. 1888, §3701.

§ 4806. Penalty. Every person who shall build any dam or reservoir except in compliance with the provisions of this chapter, or shall use a dam or reservoir when constructed before he shall have obtained a certificate as provided in § 4804, shall forfeit five hundred dollars for the use of the state. Any person constructing a dam or reservoir, or using any such dam or reservoir when constructed without complying with the provisions of §§ 4803 and 4804, may be enjoined from constructing or using any such dam or reservoir.

1878.
Rev. 1888, §3702.
1892, ch. 212.

§ 4807. State's attorney to sue for penalty. The state's attorney of the county in which such dam or reservoir may be located, upon the complaint of any engineer designated under the provisions of this chapter shall institute an action to recover such forfeiture and to enjoin the construction and use of such dam or reservoir. The superior court may render all judgments necessary to carry into effect the provisions of this chapter.

1878.
Rev. 1888, §3703.
1892, ch. 212.

Provisions of chapter 283 not applicable to certain ice ponds and fish ponds. The provisions of chapter 283 of the general statutes, concerning the construction of dams, shall not apply to any farmer or to any hunting or fishing club or organization of like nature, constructing a dam, pond, or reservoir, on his or its own land for the purpose of cutting ice or breeding fish; provided, that such pond or reservoir shall not exceed one acre in area.

1907, ch. 80.

Hours of labor of telegraph operators and train dispatchers limited. § 1. It shall be unlawful for any person, persons, corporation or receiver operating a line of railroad wholly or partly within this state, or any officer, agent, or representative of such corporation or receiver, to require or permit any telegraph or telephone operator, who spaces trains by the use of the telegraph or telephone, under what is known and termed the "block system," defined as follows: reporting trains

1907, ch. 242.

to another office or officers, or to a train dispatcher operating one or more trains under signals, and telegraph or telephone levermen who manipulate interlocking machines in railroad yards or on main tracks out in the lines connecting side-tracks or switches, or train dispatchers in its service whose duties substantially, as hereinbefore set forth, pertain to the movement of cars, engines, or trains on its railroad by the use of the telegraph or telephone in dispatching or reporting trains or receiving or transmitting train orders, as interpreted in this section, to be on duty for more than eight hours in a day of twenty-four hours, and it is hereby declared that eight hours shall constitute a day of employment for all laborers or employees engaged in the kind of labor aforesaid; provided, that at stations that are kept open only during the daytime, where only one telegraph or telephone operator is employed, such operator may work twelve hours in a day of twenty-four hours, and that the hours of service of telegraph or telephone operators, as interpreted in this section, shall be consecutive, including one meal hour; and provided, further, that in case of sickness, death, wrecks, or washouts, telegraph or telephone operators may be held on duty not to exceed sixteen hours in a day of twenty-four hours.

Penalty. § 2. Any person or persons, company, or corporation who shall violate any of the provisions of the preceding section shall, on conviction, be fined not more than one thousand dollars.

§ 3. This act shall take effect January 1, 1908.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1893, ch. 119, §1.

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to

§ 4866. Cited 68 C. 439.

be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

An Act Concerning Corporations.

PART I.

GENERAL PROVISIONS.

§ 1. **Application.** The provisions of this part shall apply to all corporations heretofore and hereafter organized under any general or special law of this state, except when otherwise expressly stated, but shall not be held or construed to alter or affect any provision of any special charter inconsistent herewith, except as provided in section 37 of this act.

1908, ch. 194.

§ 2. **Name and location.** The name of every corporation hereafter formed shall be such as to distinguish it from any other corporation organized under the laws of this state and from any other corporation engaged in the same business or promoting or carrying out the same purposes in this state, and every such name shall begin with "The" and end with "Company" or "Corporation," or have the word "Incorporated" immediately after or under the name. Every corporation shall be located in some town in this state.

§ 3. **General powers.** Every corporation shall have power, subject to such provisions and limitations as may be contained in its charter, certificate of incorporation, articles

of association, or in any statute affecting it: (1) To have succession by its corporate name for the time stated in its charter, certificate of incorporation, or articles of association, and, when no period is limited, perpetually: (2) To sue and be sued and complain and defend in any court: (3) To make and use a common seal and alter the same at pleasure: (4) To hold, purchase, sell, and convey such real and personal estate as the purposes of such corporation shall require, and all other property which shall have been in good faith mortgaged or conveyed to it by way of security or in satisfaction of debts or by purchase at sales upon judgments or decrees obtained for such debts: (5) To elect or appoint, in such manner as it may determine, all necessary or proper officers and agents and to fix their compensation and define their powers and duties: (6) To make by-laws, consistent with law, fixing the number of its directors and for its government, the regulation of its affairs, and the management of its property: (7) To wind up and dissolve itself, or to be wound up and dissolved, in the manner provided by law.

§ 4. Power to transact business outside the state. Every corporation organized under the provisions of this act, and every corporation heretofore or hereafter organized under any general or special law of this state, shall have power, subject to the limitations of its charter, certificate of incorporation, articles of association, or any statute affecting it, to carry on business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 5. Dividends restricted. No corporation shall pay any dividend or make any other distribution of its assets except from its net profits or actual surplus, unless in accordance with the law allowing the reduction of stock, or upon the dissolution of the corporation. The secretary shall enter the name of every director voting for any dividend, or any other distribution of the assets, upon the records of the corporation. Every director voting for a dividend or other distribution of assets in violation of this section shall be fined not more than five hundred dollars. If such payment or distribution renders a corporation insolvent, the directors so

voting shall be jointly and severally liable, to the amount so paid or distributed, to any creditors existing at the date of such vote who shall obtain judgment against such corporation on which execution shall be returned unsatisfied. No such dividend shall be paid or distribution made unless duly voted by the directors of the corporation.

§ 6. Liability for causing insolvency by reducing stock. In case the reduction of the capital stock of any corporation shall render it insolvent, at the time of such reduction, the stockholders voting in favor of such reduction shall be jointly and severally liable, to the amount of such reduction, for all debts of the corporation existing at the time of such vote, after judgment has been obtained against the corporation and execution has been returned unsatisfied. The records of the corporation shall show the name of every stockholder voting in favor of such reduction. No such reduction shall be valid unless the names of the assenting stockholders appear of record as aforesaid, nor unless, within thirty days from the date of the vote authorizing such reduction, a copy of the certificate filed in the office of the secretary of the state shall be published twice a week for two successive weeks in a newspaper published in this state and having a circulation in the town in which such corporation is located.

§ 7. New certificates. The directors, after a reduction of capital stock, may require each stockholder to return his old certificate, and upon the return thereof shall issue a new certificate for the number of shares to which he is entitled after the reduction; and such corporation, after such reduction, may increase its capital stock to any amount authorized in its charter, certificate of incorporation, articles of association, or in any statute affecting it.

§ 8. Loans to officers restricted. No officer or director of any manufacturing corporation shall borrow any of the funds of the corporation or use the same for any purpose other than the business of the corporation without paying interest to such corporation for the use of such money, and without a majority vote of all the directors of such corporation and without furnishing adequate security for such loan.

§ 9. Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, may by its board of directors distribute to the persons employed in its service, or any of them, such portion of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution by a majority vote of all the stockholders at a meeting warned and held for the purpose.

§ 10. Directors. The property and affairs of every corporation having a capital stock shall be managed by three or more directors, except that the charter of a specially chartered corporation may provide otherwise. Such directors shall be stockholders, except as hereinafter provided, and shall be chosen annually by the stockholders at such time and place as may be provided by the by-laws, and shall hold office for one year and until others are chosen and qualified in their stead; but the original or amended certificate of incorporation of any corporation to which the Corporation Act of 1901 now applies may provide for the classification of the directors, either as to their term of office, or as to their election by one or more classes of stockholders exclusively, or both; provided, that no director shall be elected for a shorter term than one year nor for a longer term than five years and the classification shall be such that the term of one or more classes shall expire each succeeding year. The directors or trustees of any corporation, or the governing board of any corporation having no directors or trustees, may fill any vacancy in their own number for the unexpired portion of the term or until such corporation shall fill such vacancy. A majority of the directors shall constitute a quorum for the transaction of business unless it is provided in a by-law adopted by a stockholders' meeting that less than a majority shall constitute a quorum. The board of directors of any corporation, by the affirmative vote of a majority of the whole board, may appoint from the directors an executive committee and such other committees as they may deem judicious, and, to such extent as shall be provided in the by-laws, may delegate to such committees any of the powers of the board of directors. If any corporation holds any stock in any other corporation,

one director or executive officer of the corporation holding the stock as aforesaid may be chosen director of such other corporation whether he is a stockholder in such other corporation or not, but not more than one director or executive officer of the corporation holding the stock shall be a director in the other corporation unless eligible as a stockholder therein. At least once in each year the directors of every corporation shall make a full and detailed report of the financial condition of the corporation to its stockholders, which report shall be filed with the treasurer of the corporation, or, if there be no such officer, with the president, and be subject to the inspection of the stockholders at all reasonable times. Such report shall contain a statement of the number of shares of stock and the amount of other securities issued by any other corporation and owned by the corporation making the report, with the name and location of such other corporations. Subject to the by-laws adopted by the stockholders, the directors of any corporation may make and alter by-laws.

§ 11. Corporation may acquire its own stock. Any corporation not prohibited by any provision in its charter, articles of association, or certificate of incorporation or by any general law, except a bank, trust company, or life insurance company, may acquire, purchase, and hold the stock or securities of any other corporation. Any such corporation, except a bank, trust company, or life insurance company, may acquire, purchase, and hold its own stock. No corporation shall acquire, purchase, and hold its own stock unless to prevent loss upon a debt previously contracted, except with the approval of stockholders owning three-fourths of its entire outstanding capital stock given at a stockholders' meeting warned and held for the purpose; and such corporation shall not vote upon shares of its own stock. No corporation shall purchase any of its own stock when it is insolvent, or by such purchase render itself immediately insolvent. If any corporation shall purchase its own stock when it is insolvent, or so render itself immediately insolvent, the directors assenting to such purchase shall be personally liable for any debts of such corporation existing at the time of such purchase. The president and treasurer of every corporation acquiring its own stock under the provisions of this section shall, within six months thereafter, make, sign, and swear to

and file in the office of the secretary of the state a certificate stating the number of shares of its own stock so acquired, and the secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 12. Receipts for payment of stock subscriptions; directors' liability. No corporation shall issue any certificates for stock until the stock has been subscribed and paid for in full. The treasurer of such corporation shall issue and deliver to each subscriber a receipt, countersigned by the secretary and under the corporate seal, stating the amount such subscriber has paid on his subscription, and the number of shares of full paid and non-assessable stock for which he or his transferee, upon the payment of the balance due upon his said subscription, will be entitled to receive a certificate. Said officers shall enter upon such receipt the dates and amounts of all subsequent payments. The persons to whom such receipts are issued shall be deemed to be stockholders. If any stock shall be paid for otherwise than in cash, a majority of the directors shall make and sign upon the record book of the corporation a statement showing particularly of what the property received in payment for stock subscriptions consists, and that it has an actual value equal to the amount for which it is so received. The judgment of the directors as to the value of property accepted in payment of stock shall be final; but the directors concurring in the judgment of such value, in case of fraud in the over-valuation of such property, shall be jointly and severally liable to the corporation for the amount of the difference between the actual value of any property so accepted in payment at the time of such acceptance, and the amount for which it is received in payment. The secretary shall keep a record of the names of the directors concurring in such judgment of value.

§ 13. Calls for stock subscriptions. The directors of every corporation may call in the subscriptions to its capital stock by instalments in such proportion and at such times and places as they think proper, provided they give its subscribers or stockholders such notice as the by-laws provide, or, in the absence of such provision, such notice as they deem reasonable, of the amount of such instalments and the time when they are payable.

§ 14. Stock subscriptions not made in good faith.

When any commissioners or incorporators authorized to receive subscriptions to the capital stock of any corporation shall be satisfied that any subscription is not made in good faith, they shall disallow it, and return to the person subscribing such instalment as has been paid by him.

§ 15. Stock certificates. Upon payment in full for his stock and the surrender of treasurer's receipts, if any, each stockholder shall be entitled to a certificate under the seal of the corporation, which shall be signed by the president or vice-president and by the secretary or assistant secretary or the treasurer or assistant treasurer, certifying the number of shares owned by him in such corporation.

§ 16. Stockholders' liability. Every stockholder, whether an original subscriber or not, shall be liable for any balance due on the stock held by him. If a corporation is placed in the hands of a receiver or a trustee in insolvency or bankruptcy, such receiver or trustee shall have the powers of the board of directors in calling in instalments on stock. If a creditor of a corporation shall obtain a judgment against it, and execution thereon shall be returned unsatisfied, such creditor may recover from any stockholder in such corporation the balance remaining due and unpaid on any stock held by him, so far as may be necessary to satisfy the debt. No subscriber for or holder of stock shall be liable as such for any payment of such stock, or for any debt of the corporation, after the par value of his stock has been paid.

§ 17. Fractional shares or rights. No certificate for fractions of shares shall be issued. Whenever fractional rights result from an increase or reduction of capital stock and the stockholders fail to combine the same by purchase or sale, the directors shall, after due notice, sell such rights to the highest bidder and issue proper certificates therefor.

§ 18. Stock books. At least three days before every stockholders' meeting, a complete list of the stockholders entitled to vote, arranged in alphabetical order, shall be prepared by the directors. Such lists shall be open to inspection by any stockholder at the time and place of the meeting. Upon the neglect or refusal of the directors to produce such

list at any meeting, they shall be ineligible for election as directors or to any office in such corporation for one year thereafter. The stock ledger, if there be one, otherwise the transfer books of the corporation, shall be *prima facie* evidence as to who are stockholders. The original or duplicate books of any corporation in which the transfers of stock shall be registered, and the original or duplicate books containing the names and addresses of the stockholders and the number of shares held by them respectively, shall, at all times during the usual hours of business, be open to the examination of every stockholder at its principal office or place of business in this state, and such original or duplicate books shall be evidence in all courts of this state.

§ 19. Lost certificates. Every corporation may issue a new certificate of stock, or treasurer's receipt for payment on subscription for stock, in place of any certificate or receipt issued by it which is claimed to have been lost or destroyed, and the directors may, in their discretion, require the owner of a lost or destroyed certificate or receipt, or his legal representatives, to give bond to the corporation in such sum as the directors may direct, not exceeding twice the value of the stock or receipt, to indemnify the corporation against any claim that may be made against it on account of the issue of such new certificate or receipt; and a new certificate or receipt may be issued without requiring any bond when, in the judgment of the directors, no bond is necessary. The superior court in the county wherein such corporation is located shall, for due cause shown, upon complaint of the owner of a lost or destroyed certificate or treasurer's receipt, order the delivery to him by said directors of a new certificate or receipt in lieu thereof, and may require a proper bond for the protection of the corporation and of any person who may be interested in the lost certificate or receipt.

§ 20. Pledge of stock. Shares of stock in any corporation organized under the laws of this state or of the United States, or treasurer's receipts for payment on subscription to the stock of any corporation organized under the laws of this state, may be pledged by delivering the certificate of such stock or such receipt to the pledgee, with a power of attorney for its transfer; but no such pledge shall be

effectual to hold such stock against any person other than the pledgor, his executor, or administrator, unless there shall be an actual transfer of the same upon the books of the corporation, or unless a copy of such power of attorney shall be filed with the corporation.

§ 21. Stock transfer; corporation lien. The stock of every corporation, except when otherwise provided in the charter of a specially chartered corporation, shall be personal property, and, with the treasurer's receipt for payments on stock subscriptions, shall be transferable only on its books in such form as the by-laws shall prescribe. Whenever any transfer of stock shall be made for collateral security, the entry of the transfer on the books of the corporation shall state that it is made for collateral security. Every corporation shall at all times have a lien upon all of its stock owned by any person for all debts, including instalments duly called in, due to it from him, and may sell the debtor's interest in said stock, or in so much thereof as may be necessary to discharge such indebtedness and the expense of such sale, at public auction at any time after the debt secured thereby becomes due and payable, upon giving to the stockholder, his executor, or administrator, and if there be none, his heir-at-law, a written notice, by mail, of at least twenty days and advertising such sale at least twice in a newspaper of this state having a circulation in the town where such corporation is located, not less than one week prior to the date of sale. Any surplus arising from such sale shall be paid to the stockholder.

§ 22. Calls for meetings; changes in by-laws. All stockholders' meetings shall be held in this state and, except the first, at such time and place as shall be provided in the by-laws. A written or printed notice of every such meeting, stating the day, hour, and place thereof, shall be given by the president or secretary to each stockholder, by leaving such notice with him or at his residence or usual place of business, or by mailing it to him at his last known post office address, at least five days before such meeting. At any such meeting by-laws may be adopted, or the by-laws previously adopted may be altered or repealed. No by-law shall be adopted, and

no existing by-law shall be amended or repealed, unless written notice of such proposed action shall have been given in the call for the meeting at which such adoption, amendment, or repeal is to be acted upon.

§ 23. Special meetings how called; waiver. The president of every corporation may, and upon the written request of three or more members of a corporation having no capital stock, or of one or more stockholders holding at least one-tenth of the capital stock of a corporation having capital stock, shall, call a special stockholders' meeting and cause legal notice thereof to be given. In case of the neglect or refusal of the president to call a meeting on such request, such stockholders may call the same. Whenever under any of the provisions of this act a corporation is authorized to take any action after notice to its stockholders or after the lapse of a prescribed period of time, such action may be taken without notice and without the lapse of any period of time if such action be authorized and such requirements be waived in writing by every stockholder of such corporation or by his attorney thereto authorized.

§ 24. Failure to hold meeting or elect officers. Whenever any corporation shall have failed to hold its annual meeting or to elect officers thereat, and no provision is contained in its charter, articles of association, certificate of incorporation, or by-laws, or is made by law, otherwise than is provided in this section for such contingency, the officers of such corporation shall hold office until others shall be chosen in their stead, and a special or annual meeting may be called by the persons whose duty it is to call the annual meeting, or, on the neglect or refusal of such persons, by not less than three of the members of a corporation having no capital stock, or by the holders of one-tenth of the capital stock of corporations having capital stock, by giving in writing such notice as is required in calling the annual meeting, and at such meeting the necessary officers may be elected, and the failure aforesaid shall not impair the rights of such corporation. Nothing in this section shall revive any corporation whose powers may have expired for any cause other than that hereinbefore named or any corporation which in fact shall have abandoned and ceased to exercise its powers and franchises.

§ 25. Stockholders' vote; proxies. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution.

§ 26. Receivership of corporation. Whenever any corporation having a capital stock has wilfully violated its charter or exceeded its powers, or whenever there has been any fraud, collusion, or gross mismanagement in the conduct or control of such corporation, or whenever its assets are in danger of waste through attachment, litigation, or otherwise, or such corporation has abandoned its business and has neglected to wind up its affairs and to distribute its assets within a reasonable time, or whenever its stockholders or directors have voted to discontinue its business, or whenever any good and sufficient reason exists for the dissolution of such corporation, any stockholder or stockholders owning not less than one-tenth of its capital stock or, in the case of a corporation not having capital stock, any member of such corporation may apply to the superior court in the county wherein such corporation is located, for the dissolution of such corporation and the appointment of a receiver to wind up its affairs. Such court may, if it finds that sufficient cause exists, appoint one or more receivers to wind up the business of such corporation, and may at any time, for sufficient cause shown, make a decree dissolving such corporation and terminating its corporate existence. Whenever such decree of dissolution is passed, it shall be the duty of the receiver or receivers to cause a certified copy thereof to be filed in the office of the secretary of the state, and said secretary shall thereupon record such certified copy in a book kept by him for that purpose. Such court, in every case in which it appoints a receiver, shall by its order limit a time, which

shall not be less than four months from the date of such order, within which all claims against such corporation shall be presented, and all claims not presented within such time shall be forever barred. When such receivership shall be terminated by the court, the receiver or receivers shall file with the secretary of the state a certificate similar to the final certificate required of directors in section 34 of this act, and said secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 27. Sale of property and franchises. Said court may, in its discretion, in lieu of decreeing the dissolution of such corporation, order the receiver to sell its property and franchises; and the purchaser thereof shall succeed to all of the rights and privileges of such corporation, and may reorganize the same under the direction of said court. At any sale of such property at public auction, the court may, in its discretion, authorize the receiver to accept in payment duly allowed claims against such corporation, at a proper valuation.

§ 28. Appraisal and purchase of minority stock interest. Whenever a stockholder or stockholders holding not less than one-tenth of the whole amount of the capital stock of any corporation shall petition for its dissolution and the appointment of a receiver, pursuant to section 26 of this act, any other stockholder or stockholders may apply to said court for a valuation of the stock held by the petitioner by an appraiser to be appointed by the court. Said court may, for sufficient cause shown, appoint one or more persons to appraise such stock, who shall forthwith hear the parties interested, determine the value of the petitioner's stock, and file the appraisal with the clerk of said court. Said clerk shall at once give written notice to the parties interested that such appraisal has been filed, and, within ten days after the giving of such notice, the applicant for an appraisal shall file with said clerk a writing stating whether he elects to buy the petitioner's stock at the appraisal, and, if he does elect to buy it, he shall at the same time deposit the amount of such appraisal in money, or certified check, with said clerk, who shall forthwith notify the petitioner of the filing of such election and of the deposit. If such deposit is made as pro-

vided herein, said petition for a dissolution of the corporation and the appointment of a receiver shall be dismissed upon motion of such depositor. Such deposit shall be paid over to the petitioner by the clerk, on receipt of the certificates of his stock duly indorsed for transfer, to be delivered to the depositor. If such certificates are not so indorsed and received within thirty days from the time of such deposit, the money or check shall be returned to the depositor. If the applicant for appraisal shall fail to make such deposit, said action may proceed to final judgment. The expenses of the appraisal shall be taxed by the court, and shall be paid by the stockholders applying for such appraisal, if they fail to deposit the amount of the appraisal required as aforesaid, but otherwise shall be taxed against the corporation and added to the final costs in the case.

§ 29. Voluntary dissolution after commencing business. Whenever the directors of a corporation shall vote to terminate its corporate existence, they shall forthwith call a special meeting of the stockholders, to be held not less than thirty nor more than forty days from the date of such call. Such call shall contain a copy of such vote and shall be published once a week for four weeks next preceding such meeting, in a newspaper of this state having a circulation in the town where such corporation is located, and a copy thereof shall be sent by mail to the last known address of each stockholder. If, at such meeting of the stockholders, three-fourths in interest of each class of stock issued shall vote to confirm such vote of the directors, the directors shall proceed forthwith to wind up the affairs of such corporation. If every stockholder shall sign and acknowledge, before an officer authorized to take acknowledgments of deeds, an agreement among stockholders that the corporate existence of such corporation shall be terminated, the vote of the directors and the confirming vote of the stockholders aforesaid may be dispensed with.

§ 30. Directors trustees to wind up business. The directors of a corporation whose existence is to be terminated pursuant to the vote or assent of its stockholders, as provided in section 29 of this act, shall be trustees to close up the business of such corporation. They shall forthwith prepare

an inventory of its assets, make a list of its creditors with the amounts due to each, and collect its bills and accounts receivable. They shall, within two weeks after the date of the stockholders' vote of confirmation or agreement to dissolve the corporation, send a written notice of the proposed dissolution to every known creditor of such corporation warning him to present his claim and stating to whom and at what place such claim may be presented. They shall in such notice limit the time within which such claims shall be presented, which shall not be less than four months after the date of such stockholders' vote or agreement. They shall also publish, in some newspaper published in this state and having a circulation in the town where such corporation is located, a copy of such notice. Within one year from the date of such stockholders' vote or agreement the trustees shall sell all of the property of such corporation except money and uncollected accounts in litigation, at private sale or public auction. As soon as practicable, the trustees shall pay, in full or *pro rata*, all claims against such corporation which have been allowed by them or which may be found to be due by any proper tribunal and shall distribute the balance of the assets, if any, among the stockholders of such corporation.

§ 31. Application to the court. Such trustees may, in their discretion, bring their application to the superior court for the county within which such corporation is located, or to any judge of the superior court when such court is not in session, setting forth the facts of such proposed dissolution and praying the court, or such judge, to limit a period within which all claims against such corporations must be presented, and such court or judge may make an order limiting the time within which claims must be presented, which shall not be less than four months from the date of such order. Such trustees shall proceed to wind up the affairs of the corporation, in accordance with the provisions of section 30 of this act, under the direction of the court in the same manner as if they were receivers. The court may, for cause shown, extend the period within which the trustees shall sell the property of the corporation.

§ 32. When claims shall be barred. All claims not

presented within the time limit in accordance with the provisions of sections 30 and 31 of this act shall be barred and any claim so presented and disallowed by such trustees shall be barred unless the owner thereof shall commence an action to enforce the same within four months after such trustees shall have given him written notice of its rejection.

§ 33. Creditors not to interfere with control of property. No creditor shall, by attachment or by any process or proceeding, interfere with the custody, control, or disposition of the property of the corporation by its directors acting as trustees for the winding up of the corporate affairs under the provisions of this act. But any creditor, pending such winding up, may apply to the superior court in the county in which the corporation is located, or to a judge thereof when such court is not actually in session, for the appointment of a receiver of such property on the ground of fraud, mismanagement, or incompetency of such trustees, and such court or judge, upon finding that such trustees are incompetent or have been guilty of fraud or mismanagement in the discharge of their duties, shall appoint such receiver and the powers of such trustees shall thereupon terminate. But nothing herein contained shall prevent any person from establishing any claim against such corporation by an action at law, or shall prevent the foreclosure of any lien or mortgage existing at the time of such vote or assent to dissolve.

§ 34. Certificates concerning dissolution. Whenever the stockholders shall by vote or written assent agree to the dissolution of a corporation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate that such stockholders' vote has been duly passed or such assent duly given, and stating the address to which all claims against such corporation may be sent, and such secretary shall thereupon record such certificate in a book kept by him for that purpose. When the directors have completed their duties as trustees as aforesaid, a majority of them shall make, sign, and swear to and file in the office of the secretary of the state a further certificate stating that the directors have completed their duties in winding up the affairs of such corporation and have sold or collected all of its assets and distributed the same, stating the manner

of such distribution. The secretary shall examine the same, and, if he finds that it conforms to law, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. When such certificate has been approved by the secretary, the existence of such corporation shall terminate.

§ 35. Certificate when corporate existence ends by limitation. When the existence of a corporation terminates by limitation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the facts as to such termination and stating the manner in which its affairs are to be wound up and the name and address of the person to whom claims may be presented by creditors of such corporation. The secretary shall thereupon record the same in a book kept by him for that purpose.

§ 36. Corporate existence to be continued for certain purposes. All corporations, whether they expire by their own limitation or are dissolved by voluntary action, by decree of court, or by act of the general assembly, shall continue so far as may be necessary to enable them to prosecute and defend suits by or against them, to close up their affairs, dispose of their property, and distribute their assets.

§ 37. Annual reports. The president and treasurer of every corporation having capital stock, except banks, trust companies, insurance and surety companies, railroad or street railway companies, express companies, building and loan associations, and investment companies, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth as of the first day of January or July immediately preceding: (1) The name, residence, and post-office address of each of its officers and directors: (2) The amount of its outstanding capital stock which has not been paid for in full, with the amount due thereon: (3) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the

corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose, and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in which such corporation is located, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual returns have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general, every six months, the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

Annual report may be signed by secretary instead of president, when. Whenever, by reason of absence, disability, or a vacancy existing in the office, the president of any corporation is unable to make, sign, and swear to the annual report provided for in section thirty-seven of chapter 194 of the public acts of 1903, such report may be signed and sworn to by the secretary of such corporation instead of by the president thereof; provided, however, that the secretary and treasurer be not the same person.

1907, ch. 27.

§ 38. Annual returns by express companies; penalty. Every corporation doing business in this state as an express company shall, on the first day of January of each year, file in the office of the secretary of the state a statement of the amount of its capital stock, the amount actually paid thereon in cash, the time when said stock was issued, the amount of its real estate, the place where such real estate is located and its cost and present value, the amount of personal estate held by the company and its cash value, the amount of bills, notes, bonds, or other commercial security held by the company and their value, the amount of loans and discount of the funds of

the company to its officers within the year last past, the amount of its capital stock purchased and sold by it or its officers and agents for its use, the amounts paid within the year last past for permanent betterments of its real estate and improvements of equipment of its business, the gross amount of its receipts and disbursements within said year, the amount of surplus cash on hand during each month of said year, the amount of dividends paid in the same time, and the amount of its assets and liabilities. Every such corporation which shall fail to file such return for one month after said first day of January shall, for every month of such neglect thereafter, forfeit one thousand dollars to the state.

§ 39. Information for creditor. Every person having charge of the stock books of any corporation shall furnish information as to the number of shares held by any stockholder in such corporation to any applicant who shall furnish the person in charge of such books with an affidavit that the applicant is a creditor of such stockholder. Any person in charge of books as aforesaid refusing to give such information shall be fined not more than one hundred dollars.

§ 40. Investment companies; bond issue limited. Whenever the board of directors of any corporation organized for the purpose of lending money on real estate security, and issuing, negotiating, guaranteeing, and dealing in bonds and mortgage securities, shall vote that said corporation shall never issue and have outstanding at any one time bonds exceeding a certain amount specified in such vote, and said vote shall be ratified and approved by a vote of the stockholders of said corporation, a copy of such votes of the directors and stockholders, certified by the secretary and attested by the president and a majority of the directors, may be filed for record in the office of the secretary of the state, and thereafter said vote shall be a perpetual limitation upon the powers of such corporation.

§ 41. Supervision of investment companies; guaranty limited. Every corporation which has power to or does sell or negotiate its own choses in action, or sell, guarantee, or negotiate the choses in action of other persons or corporations as investments, shall be under the supervision of the commis-

sioner on building and loan associations and subject in that particular to all the laws relating to the examination and report of banks, savings banks, and trust companies. Said commissioner, in his annual report, shall clearly describe the various classes of assets and liabilities of each, and state any special provision which has been made for the payment of such liabilities. No corporation doing business as aforesaid shall guarantee, by endorsement or otherwise, debenture bonds secured by loans upon real estate to an amount exceeding ten times the amount of the capital stock paid up in cash and the cash surplus of said corporation.

§ 42. Collection of taxes on shares. When any corporation has power to impose a tax on its stock, it may appoint a collector thereof, who shall receive from its treasurer a rate bill, and a warrant signed by any justice of the peace, directing such collector to collect the sums specified in such rate bill; and on neglect of any stockholder to pay the tax due from him within the time limited by such corporation, the collector may levy such warrant on his shares, or such part thereof as may be necessary to satisfy such tax and costs, and shall proceed therein in the manner provided by law for the collection of executions when levied on the shares of the capital stock of a corporation; and the fees of such collector shall be the same as are allowed to officers on executions.

§ 43. Alteration and repeal of charters. All acts creating or authorizing the organization of corporations or altering the charters of corporations, which have been or shall be passed by the general assembly, and all charters under which no corporation has been organized, shall be subject to alteration, amendment, and repeal at the pleasure of the general assembly, unless otherwise expressly provided in such acts; but no such amendment or repeal shall impair any remedy against any such corporation or against its officers, directors, or stockholders, for any liability which shall have been previously incurred; and all such amendments shall apply to every corporation except in so far as is otherwise expressly provided.

§ 44. Forms for certificates. The secretary of the

state shall prepare forms for the several certificates and returns required by this act.

§ 45. Penalty for violation of this act. Every person who shall violate any of the provisions of this act, for which no penalty or punishment is expressly prescribed, shall be fined not more than one thousand dollars.

PART II.

CORPORATION ORGANIZED UNDER SPECIAL CHARTER.

§ 46. Location not to be changed. No bank, savings bank, insurance company, or trust company shall change its location from one town to another except by an act of the general assembly.

1907, ch. 246.

Increase of capital stock. Every specially chartered corporation having power by law to increase its capital stock may from time to time so increase it by issuing additional shares of the same par value, under such limitations as to the amount issued and of every other nature whatsoever as may exist either in its charter or in any statute affecting it; provided, that, at a meeting of its stockholders warned and held for that purpose, such increase shall have been authorized by a vote of at least two-thirds of each class of stock issued and outstanding at the time of said vote, which vote shall state the amount of the increase so authorized; or provided, that, at a meeting of its stockholders held for that purpose, a written or printed notice of which stating the day, hour, place, and purpose thereof shall have been given by the president or secretary to each stockholder by leaving such notice with him or at his residence or usual place of business or by mailing such notice to him at his last known post office address at least thirty days before such meeting, such increase shall have been authorized by a vote of at least two thirds of each class of stock represented at such meeting. Before any such corporation shall issue any shares of such increased capital stock so voted, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the number of shares so voted and the par value thereof. The secretary shall examine the same, and if he shall find that it con-

forms to law and that all taxes have been paid in accordance with the provisions of section 57, shall endorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose.

§ 48. Stock preferred as to dividends. Any specially chartered corporation, not engaged either in a trust, or other evidences of indebtedness, which has by law power to increase its capital stock, may so increase it by the issue of preferred stock, which shall be entitled to dividends of an agreed amount before any dividends are declared upon the stock already issued; and such dividends, if not paid in any one year, may be paid out of the earnings of subsequent years, if it be so provided in the vote authorizing such increase.

§ 49. Stock preferred as to assets. Any specially chartered corporation, having power under section 48 of this act to issue stock preferred as to dividends, may also issue stock preferred as to assets, the holders of which shall, in case of the winding up of the corporation, be paid up to the full par value of such preferred stock, out of the net assets available for distribution to stockholders, before the holders of other stock receive anything; and, if the holders of a majority of the common stock shall so vote, the holders of such preferred stock may be given the right to exchange such preferred stock for common stock, on such terms and conditions as may be determined by said vote; but the total capital stock of the corporation shall not be increased by such exchange.

§ 50. Issue, how authorized. No issue of preferred stock shall be made unless authorized at a meeting of the stockholders warned and held for that purpose, by a vote of stockholders holding not less than two-thirds of the stock of such corporation, which vote shall determine the amount of preferred stock so to be issued, the number and value of the shares thereof, the dividends to be paid thereon, whether the same shall be cumulative or not, and the terms of the preferment as to assets, if such preferment is made.

§ 51. Certificate of increase. No certificate for such preferred stock shall be issued until a majority of the directors have made, signed, and sworn to and filed in the office of the secretary of the state a certificate setting forth the increase of such capital stock, the number and value of such shares, the amount of the dividend to be paid thereon, whether the same is to be cumulative or not, and the terms of the preferment as to assets, if such preferment is made. The secretary shall thereupon record such certificate in a book kept by him for that purpose. The certificate required by this section shall be in addition to those required by law in relation to the increase of capital stock.

§ 52. Reduction of capital stock. Any specially chartered corporation may reduce its capital stock. No such reduction shall be valid unless approved by a vote of two-thirds of all outstanding stock of each class at a meeting of the stockholders warned and held for that purpose, nor unless a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate stating that the reduction has been duly approved by the stockholders and setting forth a copy of the vote of the stockholders, which vote shall show the details as to such reduction. The secretary shall record such certificate in a book kept by him for that purpose.

§ 53. Change of name by superior court. Any specially chartered corporation, having voted to change its corporate name, may apply to the superior court for the county in which it is located to have such change made, first giving notice of such intended application by advertisement for two weeks consecutively in a newspaper published in Hartford or New Haven and a newspaper, if there be one, published in the town in which the corporation is located; and said court may change said name as prayed for, and, upon filing for record in the office of the secretary of the state a certified copy of the order of the court, the name of such corporation shall be as decreed by said court; but no right existing at the time of such change in favor of or against such corporation shall be affected thereby. The secretary shall thereupon record such certified copy in a book kept by him for that purpose.

§ 54. Charter without organization void after two years. The charter of every specially chartered corporation, except as otherwise provided by law, shall be void, unless such corporation shall be organized and a certificate of such organization, sworn to by the president or secretary, or, if there be no such officers, by an officer having custody of the records of such corporation, shall be filed in the office of the secretary of the state within two years from the date of the approval of such charter. The secretary shall thereupon record such certificate in a book kept by him for that purpose. Any street railway company chartered by the general assembly at its January session, 1903, which has not already organized may comply with the provisions of section one of this act on or before July first, 1907.

§ 55. Acceptance and effect of charter amendment. When any amendment or alteration of the charter of any specially chartered corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration or amendment, it shall not become operative unless, within six months after its passage, it shall be accepted at a meeting of such corporation warned and held for that purpose, nor unless, within said period, an attested copy of said acceptance shall be filed in the office of the secretary of the state, to be recorded by him in a book kept for that purpose; and such acceptance shall make the original charter and all resolutions amending and altering the same subject to amendment, alteration, and repeal, at the pleasure of the general assembly. If such amendment shall be made before the acceptance of the original charter, then such amendment may be accepted at the same time such original charter is accepted.

§ 56. Reports to general assembly. Corporations required to make reports to the general assembly shall make them during the first week of each regular session.

§ 57. Tax on stock issue authorized by special act; penalty. Before any bill or resolution creating a corporation having a capital stock shall be approved or become a law, there shall be paid to the state treasurer, in addition to the fees required by section 10 of the general statutes, a franchise tax of one dollar on each one thousand dollars of the

capital stock with which it is to be organized, but such tax shall in no case be less than fifty dollars. If such bill or resolution shall not be approved or become a law, the treasurer shall return the tax so paid. Whenever any specially chartered corporation shall vote to increase the amount of its capital stock in accordance with the provisions of this act or of any other general or special law affecting it, such corporation shall pay to the state treasurer, before any shares of such increased capital stock shall be issued, a further tax of one dollar on each one thousand dollars of the total increased capital stock so voted, but no additional franchise tax shall be required upon stock upon which the corporation has paid the full franchise tax required by the law in force at the time of such payment. Every officer of any corporation subject to any of the provisions of this section, who shall sign or issue any certificate of stock on which the tax imposed by this section has not been paid, shall be fined one thousand dollars, or imprisoned not more than two years, or both.

PART III.

THE CORPORATION ACT OF 1901.

§ 58. Application. The provisions of this part shall apply to all corporations formed under it and to all corporations heretofore organized under the joint stock law of this state or the corporation act of 1901, but shall not require the reorganization of corporations heretofore formed.

§ 59. Powers. Every corporation to which this part applies, in addition to all other powers granted by law, shall have power to mortgage its real and personal estate, including its franchises, and issue promissory notes, bonds, or other evidences of indebtedness. Such corporation may also issue one or more classes of stock.

§ 60. Certificates. Every certificate required by this part to be filed shall be signed and sworn to by the persons required to file it, and shall be filed in the office of the secretary of the state, who shall examine the same, and, if he shall find that it conforms to law and that all taxes which may

be due upon the filing of the certificate under the provisions of section 61 of this act have been paid, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. No act required to be set forth in any such certificate shall be valid until such certificate has been approved as aforesaid, but this provision shall not relieve the corporation, its officers, directors, or stockholders from any liability which might otherwise be enforceable against them or any of them, or invalidate any of the stock of such corporation in the hands of *bona fide* holders without notice. No such corporation shall commence business until a copy of the certificate required by section 63 hereof, duly certified by the secretary of the state, shall have been filed in the office of the town clerk of the town where said corporation is to be located; and said town clerk shall record the same in a book kept by him for that purpose.

§ 61. Tax on capital stock. Every such corporation, before its certificate of incorporation shall be approved by the secretary of the state, shall pay to the state treasurer fifty cents on every one thousand dollars of its authorized capital stock up to five million dollars; and it shall pay ten cents upon every one thousand dollars of its authorized capital stock in excess of five million dollars. Whenever any corporation organized under the provisions of this part, or under any former joint stock law of this state, shall increase the amount of its authorized capital stock, it shall pay to the state treasurer, before the certificate of increase shall be approved, fifty cents on each one thousand dollars of such authorized increase until it has paid on a total capital stock of five million dollars; and, upon any authorized increase of capital stock above five million dollars, it shall pay to the state treasurer ten cents on each one thousand dollars; but no payment under the provisions of this section shall be less than twenty-five dollars. Said payments shall be in lieu of all other taxes upon the franchise of the corporation, but shall not be in lieu of any tax imposed by law upon the property of the corporation or upon the shares of its stock in the hands of its stockholders.

§ 62. Formation. Any three or more persons may

associate to form a corporation under this act for the transaction of any lawful business. Such corporation shall not have power, however, to transact in this state the business of a bank, savings bank, trust company, building and loan association, insurance company, surety or indemnity company, railroad or street railway company, telegraph or telephone company, gas, electric light, or water company, or of any company requiring the right to take and condemn lands or to occupy the public highways of this state, but shall have power to transact such business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 63. Certificate of incorporation. The persons so associated shall file a certificate setting forth: (1) The name of the corporation: (2) The name of the town in this state in which the corporation is to be located: (3) The nature of the business to be transacted or the purposes to be promoted or carried out: (4) The amount of authorized capital stock, which shall not be less than two thousand dollars, the number of shares into which the same is divided, and the par value of each share, which shall not be less than twenty-five dollars, and if there be more than one class of stock, a description of the different classes with the terms on which they are respectively created: (5) The amount of capital stock with which the corporation shall commence business, which shall not be less than one thousand dollars; (6) The period, if any, limited for the duration of the corporation.

§ 64. Certificate may contain additional provisions. The certificate of incorporation may also contain any lawful provisions which the incorporators may choose to insert for the regulation of the business of the corporation, or for defining and regulating the powers of the corporation, its officers, directors, and stockholders or any class of stockholders.

§ 65. Evidence of corporate existence. Upon the approval of the certificate of incorporation by the secretary of the state, corporate existence shall begin. A copy of such certificate and approval, duly certified by the secretary of the state under his hand and the seal of the state, shall be *prima facie* evidence of the legal existence of any such corporation.

§ 66. Power of incorporators. After the approval of the certificate of incorporation as aforesaid and until the directors are elected, the incorporators shall have charge of the affairs of the corporation, and may take such steps as are necessary or proper to obtain subscriptions to its stock.

§ 67. Call of first meeting; waiver. A majority of the incorporators shall call the first meeting of the corporation, at such time and place as they may designate, by a notice published twice, at least seven days before the time designated, in a newspaper in this state having a circulation in the town in which the corporation is located; but such notice may be waived by a writing signed by all the subscribers to the capital stock and a majority of the incorporators, specifying time and place for said meeting, which waiver shall be recorded at length upon the records of the corporation.

§ 68. Organization; adoption of by-laws. At such meeting, including adjournments thereof, the subscribers for stock who are present in person or by attorney shall perfect an organization by the choice of a temporary clerk and the election by ballot of three or more directors who are subscribers for stock, and shall adopt by-laws for the regulation of the affairs of the corporation. Such subscribers may also transact any other business; provided, that due notice thereof has been given in the call for such meeting or has been expressly waived.

[SEC. 68b. Unless the certificate of organization required by section 69 is filed within two years after the filing of the certificate of incorporation, such certificate of incorporation shall be void. The provisions of this section shall apply to all certificates of incorporation, filed prior to the going into effect hereof, under which organization shall not have been perfected, and for the purpose hereof certificates of organization thereunder may be filed at any time within two years after this section shall go into effect. Chapter 267, Public Acts of 1905.]

§ 69. Commencement of business; certificate of organization. No such corporation shall commence business until the amount of capital specified in its certificate of incorporation as the amount of capital with which it will

commence business has been paid in; nor until its directors and officers have been duly elected and its by-laws adopted; nor until a majority of its directors have caused to be filed a certificate of organization setting forth: (1) The amount of each class of stock subscribed for: (2) The amount paid thereon in cash: (3) The amount paid thereon in property other than cash: (4) The amount paid on each share of stock which is not paid for in full: (5) The name, residence, and address of each of the original subscribers, with the number and class of shares subscribed for by each: (6) That the directors and officers of the corporation have been duly elected and its by-laws adopted: (7) The name, residence, and post office address of each of the officers and directors. [(8) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the corporation may be served.] A copy of such certificate, duly approved by the secretary of the state and certified under his hand and the seal of the state, shall be *prima facie* evidence that such corporation has been duly organized and is duly authorized to exercise all of its corporate powers.

§ 70. Officers. The directors of every corporation shall choose from among their number a president and shall appoint a treasurer, a secretary, and such other officers as the by-laws shall prescribe. The same person may fill the offices of president and treasurer or of secretary and treasurer.

§ 71. Issue of additional stock. Every corporation may, at any meeting warned and held for that purpose, empower its directors to issue shares of its unissued authorized capital stock. At the time for the filing of its next annual report after the issue of any such shares, a majority of the directors shall make and file a certificate setting forth the facts relating to such issue similar to the facts relating to the original issue of stock required by subdivisions (1) to (5), inclusive, of section 69 of this act.

§ 72. Surrender of rights before beginning business. At any time before the payment of any part of the subscriptions to capital stock and before the commencement of busi-

ness, the incorporators, and the subscribers for stock, if any, may surrender the corporate rights and franchises of any corporation by filing a certificate that no part of such subscription has been paid, that such business has not been commenced, that no debts have been incurred which are unpaid, and that they surrender all rights and franchises of such corporation. When such certificate has been examined and approved by the secretary of the state, the existence of such corporation shall terminate.

§ 73. Amendment of certificate of incorporation before commencing business. At any time before the filing of the certificate of organization the incorporators of any corporation may make such amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes could have been lawfully inserted in an original certificate of incorporation. No change, alteration, or amendment shall be valid, unless approved in writing by all of the subscribers, if any, to the capital stock of such corporation, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same has been duly approved by the subscribers, if any, shall be made and filed by all of the incorporators.

§ 74. Changes in certificates of incorporation. Every corporation may change its name, the nature of its business, and its location; may increase or reduce the amount of its authorized capital stock; may create one or more classes of stock; and may make such other amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes, amendments, and alterations could have been lawfully inserted in an original certificate of incorporation. No such change, alteration, or amendment shall be valid unless approved by a vote of two-thirds of all of the outstanding stock of each class at a meeting of the stockholders duly called to consider such amendment, change, or alteration, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same have been duly adopted by the stockholders, shall be made and filed by a majority of the directors.

§ 75. Similar corporations may consolidate. Any two or more corporations which are carrying on business of the same or a similar nature may merge or consolidate into a single corporation.

§ 76. Directors' agreement as to terms of consolidation. The directors of the several corporations proposing to merge or consolidate may enter into an agreement, signed by them and under the corporate seals of the respective corporations, prescribing the terms and conditions of such proposed consolidation and stating the name of the consolidated corporation, the number, names, and places of residence of its first directors, the number of shares of its capital stock and the classes thereof and the amount or par value of each share thereof, and the manner of converting the shares of capital stock of each of the old corporations into shares of the capital stock of the consolidated corporation, together with such other provisions as are required to be set forth in an original certificate of incorporation and any other provisions necessary to carry such proposed consolidation into effect.

§ 77. Stockholders to vote upon consolidation. Such agreement shall be submitted to the stockholders of each of such merging or consolidating corporations, separately, at a meeting thereof to be called for the purpose of considering the same, and twenty days' notice of the time, place, and object of such meeting shall be mailed to the last known post-office address of each of such stockholders, and such notice shall be published once in each week for three successive weeks in one or more newspapers of this state having a circulation in the towns in which such corporations are respectively located. At such stockholders' meetings, if two-thirds of all the outstanding stock of each class shall vote to approve such merger or consolidation, the facts shall be certified upon such agreement by the secretaries of the respective corporations under the seals thereof, and such agreement so adopted and certified shall be filed in the office of the secretary of the state, who shall, if the same conforms to the provisions of this chapter, indorse the same "Approved," with his name and official title; and a copy of such agreement, certificate, and approval, duly certified by the secretary

of the state under his hand and the seal of the state, shall be *prima facie* evidence of the facts set forth in such agreement and certificate and of the legal existence and organization of such consolidated corporation and that it is duly authorized to exercise all of its corporate powers.

§ 78. Rights, duties, and liabilities of consolidated corporations. Upon the completion of such consolidation, the several corporations shall become a corporation by the name provided in such agreement, and shall possess all the rights, privileges, powers, and franchises of each of the consolidating corporations; and all property, real, personal, and mixed, and all debts due to them on whatever account, shall be vested in the consolidated corporation; and all rights of creditors and all liens upon the property of either of such consolidating corporations shall be preserved unimpaired, and the respective corporations shall continue in existence so far as may be necessary to preserve the same; and all debts, liabilities, and duties of either of such consolidating corporations shall thenceforth attach to the consolidated corporation, and may be enforced against it to the same extent as if they had been incurred or contracted by it. An amount of the stock of the consolidated corporation equivalent to the amount of the stock of the merged corporations on which a franchise tax has been paid shall be exempt from taxation under section 61 of this act.

§ 79. Remedy of aggrieved stockholder. Any stockholder in any corporation consolidating as aforesaid who, at the time of such consolidation, objected thereto in writing, may, within ten days after the agreement of consolidation has been filed for record in the office of the secretary of the state, demand in writing from the consolidated corporation payment for his stock; and such corporation shall, within three months thereafter, pay him the value of his stock at the date of such consolidation. In case of disagreement as to the value thereof, such value shall be ascertained by three disinterested persons to be chosen, one by the stockholder, one by the directors of the consolidated corporation, and the third by the two thus selected, and, in case their award is not paid

within sixty days from its date, it shall become a debt of such consolidated corporation and may be collected as such. On receiving payment of the amount awarded, such stockholder shall transfer his stock to the consolidated corporation, which shall dispose of it on the best terms obtainable.

PART IV.

FOREIGN CORPORATIONS.

§ 80. Meaning of "foreign corporation." Unless otherwise expressly provided, the term "foreign corporation" shall mean every corporation not organized under the laws of this state.

§ 81. Powers and limitations. Any foreign corporation may purchase, hold, mortgage, lease, sell, and convey real and personal estate in this state for its lawful uses and purposes, and such real estate and other property as it may acquire, by way of foreclosure or otherwise, in payment of debts due such corporation; but no foreign corporation belonging to any of the classes excepted in section 62 of this act shall engage in or continue, in this state, the business authorized by its charter or the laws of the state under which it was organized, unless empowered so to do by some general or special law of this state, except for the purpose of carrying out and renewing existing contracts heretofore made.

§ 82. Charter or certificate of incorporation to be filed. Every foreign corporation, except insurance and surety companies and building and loan associations and investment companies within the provisions of section forty-one of this act, shall, before transacting business in this state, file in the office of the secretary of the state a certified copy of its charter or certificate of incorporation, together with a statement, signed and sworn to by its president, treasurer, and a majority of its directors, showing the amount of its authorized capital stock and the amount thereof which has been paid in, and, if any part of such payment has been made otherwise than in cash, such statement shall set forth the particulars thereof.

§ 83. Secretary of state to be resident attorney. Every foreign corporation with an office or place of business

in this state, except insurance companies, surety companies, and building and loan associations, shall, before doing business in this state, appoint in writing the secretary of the state and his successors in office to be its attorney, upon whom all process in any action or proceeding against it may be served; and in such writing such corporation shall agree that any process against it which is served on such secretary shall be of the same legal force and validity as if served on the corporation, and that such appointment shall continue in force as long as any liability remains outstanding against the corporation in this state. Such written appointment shall be acknowledged before some officer authorized to take acknowledgments of deeds and shall be filed in the office of said secretary, and copies certified by him shall be sufficient evidence of such appointment and agreement. Service upon said attorney shall be sufficient service upon the principal, and may be made by leaving a duly attested copy of the process with the secretary of the state or at his office.

§ 84. Duty of secretary when served with process; fee; record. When legal process against any corporation mentioned in section 83 of this act is served upon the secretary of the state, he shall immediately notify the corporation hereof by mail, and shall, within two days after such service, forward in the same manner a copy of the process served upon him to such corporation, or to any person designated by such corporation in writing. The plaintiff in the process so served shall pay said secretary at the time of such service a fee of twenty-five cents for each page of process, said fee in no case to be less than two dollars, which shall be recovered by him as part of his taxable costs if he shall prevail in the suit. Said secretary shall keep a record of all process served upon him, which shall show the day and hour when such service was made.

§ 85. Failure to file certificates and appoint attorney; penalty. Every officer of a foreign corporation transacting business in this state which fails to comply with the requirements of sections 82 and 83 of this act, and every person who transacts business in this state as the agent of such delinquent corporation, shall be fined not more than one thousand dollars; but such failure shall not affect the validity of any contract by or with such corporation. The secretary

of the state shall report such failure to the attorney-general, who shall thereupon institute proceedings against such corporation to restrain its further prosecution of business in this state.

§ 86. Certificate of increase or reduction of capital to be filed. Every foreign corporation doing business in this state shall, within thirty days after an increase or reduction of its capital stock, file in the office of the secretary of the state a certificate thereof, substantially like that required of domestic corporations organized under the corporation act of 1901 under like conditions.

§ 87. Annual reports. The president and treasurer of every foreign corporation doing business in this state, which is not required by law to make other annual returns in this state, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate similar to the certificate required by section 37 of this act, except that such certificate need not give the name of the agent or person in charge of its principal office upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in this state in which such corporation has its principal office or place of business, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual reports have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general every six months the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

§ 88. What penalties apply to foreign corporations.

All penalties and liabilities which are imposed by the laws of this state upon officers, directors, and stockholders of domestic corporations for false and fraudulent statements and returns, shall apply to the officers, directors, and stockholders of foreign corporations doing business in this state.

PART V.**CORPORATIONS WITHOUT CAPITAL STOCK.**

§ 89. Organization. Any three or more persons may associate to form a corporation without capital stock, to promote or carry out any lawful purpose, other than that of a mercantile or manufacturing business, by signing and acknowledging before any officer authorized to take acknowledgments of deeds and filing in the office of the secretary of the state a certificate stating: (1) That they do so associate: (2) the purpose or object of the corporation: (3) The town in this state in which the corporation is to be located. The person so associating may also include in said certificate any other lawful provisions for the regulation of the affairs of the corporation and the definition of its powers and the powers of its officers, directors, and incorporators. Such certificate shall be examined by the secretary of the state, and, if he shall find that it conforms to law and that the fee required by section 4814 of the general statutes to be paid at the filing of such certificate has been paid, he shall indorse thereon the word "Approved," with his name and official title, and shall thereupon cause the same to be recorded in his office. He shall then prepare a certified copy of such certificate and of his approval and deliver the same to one of the persons so associated, who shall forthwith cause such copy to be recorded in the office of the town clerk in the town where such corporation is to be located. When such certificate has been duly approved and recorded, the persons so associated, with such others as may be associated with them or become their successors in such manner as the by-laws of the corporation provide, shall be and become a body politic and corporate and shall have all the powers conferred upon corporations by section 3 of this act, and may receive property by devise or bequest and hold the same, so far as such property may be necessary or proper to

enable such corporations to carry out its purposes. A copy of the certificate filed in the office of the secretary of state and of his approval, duly certified under his hand and the seal of the state, shall be *prima facie* evidence of the facts therein set forth and of the legal existence of such corporation and of its authority to exercise its corporate powers. Such corporation may at any time amend its original certificate of incorporation by a three-fourths vote of its incorporators, their associates, and successors, at a meeting of the corporation duly called to consider such amendment, and by causing a certificate, duly attested by its president and secretary and setting forth the fact that such vote has been passed and stating the subject-matter of such amendment, to be filed, approved, and recorded in the same manner as the original certificate of incorporation.

§ 90. By-laws; assessments; fines. Any corporation without capital stock may make by-laws imposing fines and penalties, and may lay assessments or dues to further the objects of the corporation, either by by-laws adopted for that purpose or by vote of the members of such corporation at meetings warned and held for that purpose. No such by-law shall be adopted and no such assessment or due shall be laid except by a two-thirds vote of all the members of the corporation. No such fine, assessment, or due shall exceed the sum of twenty-five dollars. Such corporation may sue for and collect such fines and assessments and dues.

§ 91. Sections 3311 to 3398, inclusive, and 3928 to 3938, inclusive, of the general statutes, and chapter 69 of the public acts of 1903 are hereby repealed.

Approved, June 22, 1903.

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Connecticut Labor Bulletin

ISSUED BY THE

BUREAU OF LABOR STATISTICS

UNDER THE DIRECTION OF

WM. H. SCOVILLE, COMMISSIONER



HARTFORD	1909	No. 3
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HARTFORD

PUBLISHED BY THE STATE

1909

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL

PRESS OF
THE JOURNAL PUBLISHING CO.
MERIDEN, CONN.

REVIEW.

Space in the bulletin is devoted to a brief synopsis and tabulated statement of New Factory or Mill Construction which has taken place during the year. It will be interesting to note that the expenditures for the purpose indicated, during the year ended July 1, 1908, amounted to \$1,791,167, while during the corresponding period of 1909, the sum expended was \$2,064,100, an increase of \$272,933 or 15.2 per cent.

The operation of the "Tenement House Act" in the six cities of the state to which it applies is briefly treated upon in the bulletin. It might be said in passing, that in view of the probable increase in population likely to be shown by the forthcoming report of the thirteenth United States Census that cities other than those now acting under the law will come under its provisions. Section one of the act provides that it "shall apply to all cities of over twenty thousand inhabitants, at the time of the most recent United States Census."

A continuance of the successful operation of the five free public employment bureaus in charge of the department is recorded in succeeding pages of the bulletin. Added to the usual statement of the work performed in these offices along the lines of procuring situations for the unemployed there appears a synopsis of a system adopted and put in operation during the year which has proved a great improvement in material results attained.

A very complete directory of the Labor Organizations in the state appears on pages 65-89 of the bulletin. Added to the usual local and state organizations there appears a list of National and International Associations or Unions.

Labor disturbances such as are characterized under the caption of "Strikes and Lockouts" in the bulletin were few in number during the year and are distinguished for the entire absence of any semblance of lawlessness. As is explained in

the chapter devoted to this subject, the most important of these difficulties was that having reference to use of the union label in the hatting industry with its resultant serious loss in time and in wages.

A careful revision of Connecticut Labor Laws has been made and appears on pages 106-165 of the bulletin, following which is a resume of legislation relating to the interests of labor which was introduced into and rejected by the General Assembly of 1909.

In previous publications of this department reference has been made to the now celebrated case of D. E. Loewe & Company, of Danbury, against the officers of the American Federation of Labor, the officers of the United Hatters of America, and against a large number of individual members of both organizations, alleging an unlawful conspiracy upon the part of the defendants to ruin the hatting business of D. E. Loewe & Company, because they had refused to unionize their factory.

It will be remembered that, in Bulletin No. 2 (page 3) issued by this bureau in 1908, attention was called to the fact that the United States Supreme Court had passed on the vital point in dispute, which was whether or not a secondary boycott conducted by a labor organization constituted an unlawful restraint of trade. The Supreme Court held, in dismissing a demurrer filed by the defendants, that if the facts alleged by the complainant, the hat making firm of D. E. Loewe & Co. could be established, they constituted a violation of the Sherman anti-trust law. The defending labor organizations contended that the successful secondary boycott which had been conducted was not punishable under the Sherman law, because that law was not applicable to efforts on the part of a labor organization to interfere with the sale to outside parties of the products of a manufacturing concern with which the organization was engaged in hostilities.

Judge Platt, of the United States District Court for the District of Connecticut, instructed the jury that the facts of the conspiracy to deter persons not members of a union from dealing with the boycotted firm were too plain to be disputed and ordered the jurors to bring in a verdict, using their judgment only as to the amount of damages.

Notice was given that an appeal would be taken on the ground that the verdict (amounting to over \$200,000) with costs is excessive. The hearing upon this appeal had not been held at the date of the publication of this bulletin, but the important principle was decided that labor organizations have no special rights under the anti-trust law and must suffer legal penalties for practising intimidation and similar restraints on trade and commerce, just as any other corporation or organization must which undertakes to use an illegal weapon like the blacklist or secondary boycott.

Analyzing the decision, it is plain that under it an employing firm or corporation is entitled to discharge its employees, if contracts do not prevent, and the employees have a right to agree not to use the articles manufactured by the employer. The boycotted concern is not entitled to conspire with other concerns to deprive the boycotters of employment, or to threaten or annoy other concerns which do employ them. Similarly the boycotters must not use intimidation to discourage outsiders from handling or buying the boycotted firm's products. Briefly stated the parties to the quarrel must deal each with the other and refrain from drawing innocent third parties into the controversy.

It will be remembered that the biennial or 1908 report of this bureau (pages 292-312) contained the most interesting and exhaustive report of the committee appointed by the General Assembly of 1907; regarding legislation to regulate the liability of employers. The recommendation of this committee in form of a proposed employers' liability act was received by the General Assembly of 1909 and the bill as formulated by the committee was rejected by that body.

In this connection it is not inappropriate to incorporate here brief excerpts from a thesis by Lindley D. Clark, A. M., LL. M., upon the legal liability of employers for injuries to their employees:

"Although the English common law lies at the foundation of the doctrine of employers' liability, this doctrine is continually undergoing change, both by the rulings of State and National courts and by the enactment of numerous statutes passed with a view to a more exact definition of the rights of the em-

ploye or to some amelioration of his condition in other respects."

"The great volume of litigation on the subject has not effected results of a conclusive character, mainly, perhaps, because of the fact that it is largely an effort to determine the boundaries between the risks assumed under the law by an injured employe and the unlawful negligence of an employer in causing or permitting dangerous conditions to exist. The definitions of these factors often have not been accurately drawn, nor have those formed been so generally accepted, as to secure uniformity. Again the view formerly prevalent favored the entire assumption of the risk by the employe, while the gradual growth of the doctrine of the duty to his protection by the employer has given rise to a variety of decisions and statutory enactments, with the result that we now have in the United States a body of law and practice that is in effect largely of the nature of a compromise."

"As already stated, the two principal factors of the problem are the duty of the employer to protect his employe in the discharge of the duties of his employment and the assumption by the employe of the risks involved in the undertaking in which his contract of employment engages him. The duty of the employer is first considered, but it will be found impossible to discuss it without constantly bearing in mind the modifications that result from the existence of the complementary obligations resting on the employe."

"The briefest statement of the rule governing the employer is that he is required to use due care for the safety of his employes while they are engaged in the performance of their work. This is taken to include all reasonable means and precautions, the facts in each particular case being taken into consideration. If such provisions have been made as a reasonably prudent man would supply if he himself were exposed to the dangers of the servant's position, no negligence would appear. In the case of corporations the Supreme Court fixes the duty at the use of such caution and foresight as a corporation controlled by careful, prudent officers ought to exercise."

NEW FACTORY CONSTRUCTION DURING THE YEAR ENDED JULY 1, 1909.

A summary of building operations as applied to manufacturing purposes, which have been reported to the bureau as having taken place during the period indicated above is made a part of the Bulletin.

NUMBER OF BUILDINGS.

The reports received during the year ended July 1, 1909, indicate that there were two hundred and nineteen separate buildings erected for the specified purpose.

The establishments interested in the construction of these buildings numbered one hundred and sixty-two. This in comparison with one hundred and sixty-five factory buildings erected during the corresponding period of 1908, by one hundred and seven firms, corporations or individuals.

During the period of ten years included by the bureau in its collection of data upon the subject of New Factory or Mill Construction, 2,117 separate buildings were erected or additions made to existing plants by 1,408 establishments. The average number for the ten-year period was, therefore, two hundred and eleven, while during the 1909 period two hundred and nineteen buildings were erected, this being about four per cent. more than the stated average for the term named.

Making comparisons with previous years it is shown that the number of buildings erected during the year 1909 was 32.7 per cent. more than in 1908; 44 per cent. less than in 1907; 33.4 per cent. less than in 1906; 16.5 per cent. more than in 1905; 51 per cent. more than in 1904; 18.4 per cent. more than in 1903; 73.8 per cent. more than in 1902; 188 per cent. more than in 1901; and 10.6 per cent. less than in 1900.

Proceeding upon the same theory as regards number of establishments concerned in these operations the records at hand show that, during the ten-year period, 1,408 firms, corporations or individuals were interested in the construction of the buildings referred to in the preceding paragraph. This is an average of one hundred and forty per year. Thus it is seen that the number of concerns interested in new factory construction in 1909 was 15.7 per cent. greater than was the average number for ten years; 51.4 per cent. more than in 1908; 25 per cent. less than in 1907; 19 per cent. less than in 1906 19.1 per cent. more than in 1905; 62 per cent. more than in 1904; 60.4 per cent. more than in 1903; 12.7 per cent. more than in 1902; 86.2 per cent. more than in 1901, and 6.4 per cent. less than in 1900.

TOWNS BENEFITED.

In thirty-nine of the one hundred and sixty-eight towns in the state these building operations took place during the year. This is 23.2 per cent. of the whole number as against 20 per cent. in 1908; 31 per cent. in 1907; 31.5 per cent. in 1906; 23.8 per cent. in 1905; 22.6 per cent. in 1904; 23.8 per cent. in 1903; 25.6 per cent. in 1902; 21.4 per cent. in 1901 and 35.1 per cent. in 1900.

Bridgeport is first among the towns in number of buildings erected for manufacturing purposes during the year 1909, the reports showing that forty-two structures have been put up there. Waterbury is second on the list, thirty-four buildings having been erected there.

According to the reports received there were eighteen buildings erected in each of the towns of Hartford and New Haven. Nine factory buildings were put up in New Britain, eight in Bristol, while in Killingly and Plainfield there were two manufactories erected in each. The above refers to those towns in which \$50,000 or more had been expended for New Factory or Mill Construction.

Of the total amount expended for the purpose indicated above Waterbury leads all other towns. In that town the sum expended amounted to \$571,350 or 27.7 per cent. of the ag-

gregate for the entire state. This against an expenditure of \$172,700 and 9.6 per cent. of the total in 1908. Bridgeport is second in the scale, \$354,300 being reported as the amount expended there. The percentage of the total in the state is 17.2 per cent. against \$246,467 expended and 13.8 per cent. in 1908. In New Haven the amount expended was \$181,600 and the per cent. 8.8; Hartford expended \$146,700 or 7.1 per cent. of the total, Bristol \$106,000 or 5.1 per cent., Plainfield \$68,500 or 3.3 per cent.; New Britain \$52,850 or 2.6 per cent. and Killingly \$50,000 or 2.4 per cent.

It must be remembered in respect of the above that many building operations in progress at the date of the close of this report are not included. The reason for this exclusion is obvious. The purpose of the issuance of the Bulletin and the inclusion in it of data of this character is for comparison with identical periods in each year.

As will be discovered by perusal of the pages following the table giving area and cost of buildings, the expenditures are given in comparison with each of the years from 1900 to 1909 inclusive.

The following table shows the floor space, ground area and cost of construction of New Factory buildings erected in the year 1909.

The floor space contained in the two hundred and nineteen buildings erected during the year is 2,078,541 square feet or 47.7 acres. The ground area roofed over is 23.4 acres,, and the total cost \$2,064,100. This in comparison with a floor space of 37.5 acres, a ground area of 18 acres and a total cost of \$1,791,167 in 1908.

There were five towns in which the ground area occupied by new factory buildings exceeded one acre. These are Waterbury 4.7 acres, against 1.8 acres in 1908; Bridgeport 4.6 acres in 1909 and 1.6 acres in 1908; New Haven 2.4 acres in 1909 against one acre in 1908. In Hartford the ground area roofed over in 1909 is 1.5 acres as compared with 2.1 acres in 1908; Plainfield 1.2 acres, there being no report of new buildings in 1908.

TABLE SHOWING FLOOR SPACE, GROUND AREA AND COST OF
CONSTRUCTION OF NEW FACTORIES DURING THE
YEAR ENDED JULY 1, 1909.

TOWN.	Floor Space Feet	Ground Area Feet	Amount Expended
Beacon Falls	8,320	8,320	\$ 8,000
Berlin	22,500	8,100	12,500
Bridgeport	465,485	199,588	354,300
Bristol	73,202	35,966	106,000
Chatham	18,788	10,902	16,000
Cheshire	8,890	5,195	13,000
Columbia	1,200	1,200	1,500
Danbury	45,661	23,681	46,300
East Hartford	8,775	2,925	4,000
Enfield	39,182	16,244	39,000
Essex	12,672	12,672	12,400
Fairfield	6,008	6,008	6,200
Farmington	8,100	2,700	8,000
Glastonbury	32,000	18,200	22,000
Greenwich	7,500	7,500	10,000
Hartford	124,813	66,088	146,700
Huntington	19,440	4,860	22,000
Killingly	49,000	25,000	50,000
Manchester	2,500	2,500	1,500
Meriden	3,500	3,500	4,000
Middletown	24,505	13,505	25,000
New Britain	49,881	21,261	52,350
New Haven	173,890	105,562	181,800
New London	37,950	16,450	29,000
Norwalk	55,690	31,270	43,700
Norwich	55,122	26,251	44,100
Plainfield	33,650	52,250	63,500
Saybrook	5,500	2,750	5,500
Southington	1,215	1,215	1,100

NEW FACTORY CONSTRUCTION.

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TABLE SHOWING FLOOR SPACE, GROUND AREA AND COST OF CONSTRUCTION OF NEW FACTORIES DURING THE YEAR ENDED JULY 1, 1909.

TOWN.	Floor Space Feet	Ground Area Feet	Amount Expended
Sprague	16,400	18,200	12,000
Stamford	80,815	22,475	34,800
Stonington	400	400	1,300
Torrington	7,980	7,980	10,700
Vernon	7,200	7,200	7,000
Wallingford	12,000	4,000	12,500
Waterbury	466,341	208,384	571,350
Winchester	13,500	4,500	15,000
Windham	72,800	27,800	43,200
Windsor Locks	6,716	8,800	21,500
Total	2,078,541	1,021,352	\$2,064,100

COMPARISON OF EXPENDITURES.

During the twelve-month period ended July 1, 1909, the sum expended for the construction of manufacturing plants or additions thereto amounted to \$2,064,100 as determined from reports filed with the bureau. This in comparison with \$1,791,167 expended for the purpose in 1908.

In making the following comparisons for the ten-year period an explanation seems appropriate. The figures which follow include those covering the periods closing upon July 1, in each of the years. Therefore, it should be remembered in making these comparisons, the years 1906-1907, cover the dates from June 30 to July 1, in each of those years.

These were periods of extreme industrial activity. The business depression, the effects of which became apparent late in

the year 1907, had no appreciable influence upon the building of new factories or additions till subsequent to the date at which the material relating to New Factory Construction was secured for those two periods.

The explanation given above should, therefore, be borne in mind when making comparisons of expenditures for the full term of ten years.

The total sum expended for the purpose specified during the stated term, as shown by the reports filed in this office, amounted to \$24,445,942 or an average of \$2,444,594 for each of the ten years.

The amount expended in 1909, was, therefore, 10.6 per cent. less than was the average for each year of the entire period, but was 15.2 per cent. more than was expended in 1908.

Following the same method as regards preceding years, it is seen that the expenditures in 1909 were 54.1 per cent. less than in 1907; 44.9 per cent. less than in 1906; 21.3 per cent. more than in 1905; 15.8 per cent. more than in 1904; 12.8 per cent. less than in 1903; 15 per cent. less than in 1902; 2.7 per cent. less than in 1901 and 5.9 per cent. more than in 1900.

AVERAGE COST.

The average cost of the two hundred and nineteen buildings erected during the 1909 period was \$9,425. This as compared with an average cost of \$10,856 in 1908; \$11,508 in 1907; \$11,376 in 1906; \$9,052 in 1905; \$12,294 in 1904; \$12,839 in 1903; \$15,364 in 1902; \$23,062 in 1901 and \$7,956 in 1900.

CONSTRUCTION OF BUILDINGS.

The use of slow burning material in the construction of factory buildings predominates this year as formerly, practically 75 per cent. of the structures having been built principally of brick, concrete and steel. Sub-divided the buildings consisted of one hundred and thirty-four of brick construction, fifteen are of brick and steel, seven of brick and concrete, six of concrete, one each of concrete blocks, reinforced concrete,

brick, concrete and steel, and concrete and steel. While of the frame variety forty-two are of frame, seven of frame and brick, three of frame, brick and steel and one of frame and iron.

HEIGHT OF BUILDINGS.

Of the two hundred and nineteen buildings erected during the 1909 period one hundred and ten or fifty per cent. are described as being one story high. Of the remainder forty-eight are two stories in height, twenty-five are of the three-story variety, fourteen are four stories high, six are five, one is six, three are seven and one is nine stories from the ground. One building is described as being one and one-half stories high, six as of one-story and basement, three are two stories and basement and one is of the dimensions of three stories and basement.

A description of the several buildings, giving locations, construction and cost follows:

BEACON FALLS.

For storage purposes the Beacon Falls Rubber Shoe Company erected a frame building. It is one-story in height, 80x104 feet in size and cost \$8,000.

BERLIN.

A three-story brick addition to its plant was put up by the American Paper Goods Company at Kensington. Its dimensions are 42x150 feet and its reported cost \$8,000.

A factory building of brick and concrete was erected by Louis Lanza for the occupancy as a manufacturing plant by the Swift-Waters Company. The structure is of the two-story variety, 30x60 feet in size, and cost \$4,500.

BRIDGEPORT.

A brick addition to its plant, costing approximately \$12,000, was put up by the Acme Shear Company. Its dimensions are 63x125 feet, two stories high, with gravel roof.

The American and British Manufacturing Company made additions to its plant. They consist of a brick addition, two stories high, 46x122 feet in size, costing \$4,000, a roof of another building was raised two stories of the dimensions of 40x185 feet. The construction is of concrete and the cost \$4,000. A concrete addition, 15x53 feet and one story high, costing \$1,000, was also made.

A frame addition to its plant was made by the Automatic Machine Company. It is 24x75 feet in size one-story high and cost \$600.

A brick factory building was erected by W. H. Batcheller. The structure is two stories in height, 54x203 feet in size and cost \$20,000.

A building for storage purposes was put up by H. C. Bradley. It is of frame construction, 30x50 feet in size, one story high and cost \$500.

The Bridgeport Brass Company made additions to its already extensive plant. They consist of a "Tube Mill" of brick and steel construction, 100x360 feet in size, one story high with basement, costing \$55,000; a four-story factory building, also of brick and steel construction, 48x66 and 48x84 feet in size, which cost \$30,000; a "Power House" and "Steel Stack" was also put up the dimensions of the building being of one story, 66x104 feet in size and the cost approximately \$15,000.

A brick addition to its plant was made by the Bridgeport Coach Lace Company. It is 43x81 feet, one story high, and cost \$4,000.

For use for storage purposes the Bridgeport Elastic Fabric Company erected a one-story frame building, 27x90 feet in size, at the cost of \$1,500.

A one-story brick boiler house was added to the plant of the Bridgeport Foundry and Machine Company. The structure is 20x40 feet in size and the reported cost \$1,000.

The Bridgeport Vehicle Company built a factory building of brick and steel construction. Its dimensions are 45x157 feet, three stories high and the reported cost \$30,000. The company also put up a two-story frame building, 13x31 feet in size, which cost \$600.

An office building of frame construction was erected by the Connecticut Clasp Company. It is one story high, 25x28 feet in size and cost \$1,400.

At an approximate cost of \$10,000 the Coulter & McKenzie Machine Company erected a three-story factory building. It is of brick construction and 60x87 feet in size.

Three additions to its plant were made by the Electric Cable Company. They consist of a one-story brick structure, 60x120 feet in size, a building also of brick, 18x30 feet, one story and basement and a one-story frame building, 30x60 feet in size, the reported aggregate cost of the improvement being \$13,700.

The Grant Manufacturing Company improved its establishment by the erection of a shed of frame construction, 18x50 feet, one story high, costing \$350.

A five-story factory building, 52x156 feet in size, was put up by Harvey Hubbell. It is of concrete, fireproof construction, with gravel roof and cost \$37,000.

A brick addition was made to the manufacturing plant of Andrew L. Krouse. Its dimensions are 40x90 feet, one story high, and the cost \$2,500.

At a cost approximating \$6,800 the Lake Torpedo Boat Company made three additions to its plant. All are of the two-story variety, one being of frame construction, 24x104 feet in size, another which is of brick construction is 24x36 feet, and the third is of frame and 24x67 feet in size.

Two additions to its plant were made by the Manufacturers Iron Foundry Corp. One is of brick construction, one story high, 50x68 feet in size, the other being two stories high, 30x38 feet in size, of frame construction. The reported cost of the improvement is \$4,100.

A three-story brick factory building was erected for the Macfarlane Bros. Manufacturing Company. The structure is 30x112 feet in size, and the reported cost \$6,000.

An addition to its plant was made by the A. H. Nilson Machine Company. It is one story in height, of concrete construction, 75x77 feet in size, and cost \$3,000.

A one-story machine shop was put up by Andrew Radel. It is of frame construction, 60x64 feet in size, and cost \$1,200.

The Siemon Hard Rubber Corp. erected a frame factory building. Its dimensions are 41x167 feet, one story and basement, the reported cost of which is \$6,000.

Two additions to its plant were made by the Spring Perch Company. Both additions are one story high and of brick construction. The dimensions are 52x65 and 21x24 feet respectively and the reported cost of both \$4,100.

The Standard Manufacturing Company built a brick addition to its plant. Its reported cost is \$3,000 and its dimensions are 32x48 feet, two stories high with basement.

A frame building adapted for storage purposes was put up by Tait & Son. It is 50x200 feet in size, one story high and cost \$3,000.

A one-story brick addition was made to the manufacturing plant of C. C. Thompson. The building is 84x106 feet in size and cost \$4,000.

At the total reported cost of \$65,500 the Union Metallic Cartridge Company increased the capacity of its plant. The improvements consist of a brick factory building and shot tower nine stories in height, 60x88 and 75x98 feet in size respectively. The company also erected a one-story brick building for storage purposes, 68x81 feet in size and a one-story pump-house of brick construction, 12x12 feet in size.

At a cost of \$3,450 the Warner Brothers Company improved its plant. The buildings are all of the one-story variety and of frame construction, one designed for storage purposes, 30x126 feet in size, the other two additions being 13x27 and 17x30 feet in size, respectively.

BRISTOL.

A one-story brick factory building was put up by the Bristol Engineering Corporation. It is of the dimensions of 130x140 feet, and the reported cost is \$18,000. A one-story frame building, 30x40 feet in size, costing \$2,000 was also erected.

Dunbar Brothers built an addition which is of brick construction, two stories high, 25x48 feet in size, and which cost \$2,500.

At an expenditure approximating \$15,000 the C. G. Garrigus Machine Company improved its plant. The building is of brick construction, three stories high, 37x75 feet in size, with an ell one-story in height, 10x35 feet.

A five-story brick factory building was erected by the E. Ingraham Company. Its reported cost is \$45,000 and it is 38x136 feet in size.

A boiler house of brick construction was put up by F. N. Manross at Forestville. It is one story high, 12x20 feet in size, and cost \$500.

A factory building of brick construction was erected by H. J. Mills. It is two stories in height, 35x40 feet in size and cost \$3,000.

Improvements to its plant were made by the C. J. Root Company. They consist of a three-story brick factory building, 43x99 feet in size, and a power plant also of brick construction, one story high, 31x36 feet, the reported cost of the whole being \$20,000.

CHATHAM.

Improvements costing approximately \$14,000 were made to its plant by the Bevin Brothers Manufacturing Company at East Hampton. The construction is of brick material with gravel roof and concrete floors. The dimensions of the principal building are 66x80 feet, one story high. Two additions were made 26x45 and 26x66 feet in size, respectively, and two stories in height.

The Summit Thread Company, also at East Hampton, added to its plant by raising the roof of a frame building one story. The addition is 48x57 feet in size and cost \$2,000.

CHESHIRE.

The Ball and Socket Manufacturing Company erected three factory buildings. They consist of a two-story frame building designed for storage purposes, 40x62 feet in size, and a one-story frame structure for use as a packing room, the dimensions of which are 25x60 feet. An office building two stories

high, of brick construction, 27x45 feet in size, was also put up. The total reported cost of the improvement is \$13,000.

COLUMBIA.

To replace a factory building which had been destroyed by fire, Christopher C. Case put up a new mill at Hop River. It is of brick construction, one story high, 30x40 feet in size, and cost \$1,500.

DANBURY.

A three-story brick addition to its plant was built by the Danbury Company. It is 40x100 feet in size and cost \$4,500.

A brick factory building costing \$11,000 was erected by J. W. Green and Sons. Its dimensions are 35x104 feet and it is three stories in height.

Three additions, all of frame construction, were made to the plant of the Haitsh Hat Company. One addition is two stories high, 25x60 feet in size. The others are each of one story, 11x31 and 25x50 feet in size, the entire reported cost being \$2,800.

The plant of Silver Brothers was added to by the erection of a three-story factory building, 50x52 feet in size, and two buildings of the one-story variety, 50x175 and 40x40 feet in size, respectively.

The improvements are of frame construction and the reported cost \$18,000.

EAST HARTFORD.

A carriage factory of frame construction was put up by Andrew and Charles Pullar. It is three stories high, 45x65 feet in size and cost \$4,000.

ENFIELD.

The Standard Metal Works at Thompsonville put up a factory building costing \$15,000. It is of concrete construction, two stories high and 80x120 feet in size.

At the reported cost of \$24,000 Upton, Martin & Company increased the size of the carpet manufactory conducted by them at Thompsonville, by building an addition of brick heavy mill construction. The structure is three stories high and 44x151 feet in size.

ESSEX.

A one-story frame addition, 14x48 feet in size, was built by Behrens & Bushnell at Ivoryton, the reported cost of which is \$400.

A new manufactory was put up by Tiley, Pratt & Company. It is of brick and concrete construction of the one-story plan, 40x230 and 80x80 feet in size, respectively. The company also erected a one-story boiler house of the same style of construction, 20x20 feet in size, the reported cost being \$12,000.

FAIRFIELD.

Two additions to its plant were built by the Fairfield Aluminum Corporation. The buildings are one story in height and consist of a brick structure designed for foundry purposes, 30x70 feet in size, and a frame workshop, 30x50 feet in size. The reported cost of the improvement is \$4,000.

The Fairfield Rubber Company put up a one-story frame storage building. It is 43x56 feet in size and cost \$2,200.

FARMINGTON.

To take place of buildings destroyed by fire, Charles W. House & Sons rebuilt their factory at Unionville. The structure is three stories high, of brick construction, 36x75 feet on the ground, and cost \$8,000.

GLASTONBURY.

The Glastonbury Knitting Company increased the size of its plant by building a brick addition to its factory. The structure is 40x60 feet in size, four stories high and cost \$6,000.

The company erected a building for use as a warehouse, which is also of brick construction, one story high, 50x100 feet in size, the reported cost of which is \$4,500.

The manufactory of the Williams Brothers Manufacturing Company at Naubuc was improved by the erection of a three-story brick addition, 40x145 feet in size which cost \$11,500.

GREENWICH.

A factory addition of concrete construction was put up by Palmer Brothers at Cos Cob. The building is of the dimensions of 75x100 feet, one story in height, and cost \$10,000.

HARTFORD.

A factory building, reported to have cost \$19,000, was erected by Beseman & Bostwick. The structure is of brick material, heavy mill construction, with gravel roof. Its dimensions are 40x84 feet and it is four stories in height.

An addition to the building used for foundry purposes was made by E. J. Blake. It is one story high, of brick construction, 78x86 feet in size, and cost \$12,000.

A frame addition to its plant was put up by the Capitol Foundry Company. It is one story in height, 14x38 feet in size, and cost \$250.

A factory building of brick and steel construction, costing \$16,000, was put up by Patrick Donaghue. Its dimensions are 30x80 feet and four stories high.

A frame factory building costing \$1,700 was put up by A. C. Dunham. The roof is of tin, the walls are covered with corrugated iron and its dimensions are 34x56 feet, one story high.

At the reported cost of \$4,000 H. A. and F. L. Evarts put up a factory building. It is of brick construction with gravel roof, 33x40 feet in size, and three stories high.

An addition of brick construction with concrete foundation was put up by the Hubert Fischer Brewing Company. Its reported cost is \$800; it is two stories high and 20x20 feet in size.

The wood working plant of the Hartford Builders Finish Company was increased in size by raising the roof of a brick building one story. The increased floor space is 28x55 feet and the reported cost \$800.

A one-story frame addition was made to the plant of the Hartford Faience Company. It is 25x25 feet in size and cost \$500.

The Hartford Pulp Plaster Corporation added a two-story frame addition to its plant. The reported cost is \$7,400 and its dimensions are 48x74 feet.

A building of brick and steel construction designed for use as a blacksmith shop and costing \$2,250 was put up by the Hartford Rubber Works Company. It is one story in height and 31x42 feet in size. A brick elevator shaft four stories high was also erected, the reported cost of which is \$1,000.

A five-story brick storehouse, 40x80 feet in size, costing approximately \$16,000, was erected by the Hotchkiss Brothers Company.

A brick factory building, which had been damaged by fire, was rebuilt by the Industrial Realty Company. The structure is two stories in height, 48x60 feet in size, and the reported cost is \$10,000.

For the use of the McCue Company, a brick manufacturing plant was erected at a total reported cost of \$25,000. The buildings consist of a two-story structure, 47x202 feet in size, two buildings each one story in height and 47x50 and 27x42 feet in size, respectively.

A factory of brick construction, two stories high, 43x113 feet in size, costing \$6,500, was put up by Myers & Gross.

A new factory building was erected by Thomas B. Simonds. It is of brick construction, 36x54 feet in size, two stories high, with gravel roof, iron beams and columns and cost \$5,000.

The Terry Steam Turbine Company erected a new factory building of brick construction with monitor roof. Its dimensions are 82x200 feet, one story high, and the reported cost is \$18,500.

HUNTINGTON.

The Adams Manufacturing Company erected a new factory building at Shelton. It is of brick construction, four stories in height, 36x185 feet in size and the reported cost is \$22,000.

KILLINGLY.

Extensive improvements were made to the plant of the Danielsonville Cotton Company at Danielson. The additions consist of a brick building, two stories high, 150x160 feet in size, for use as a weave shop and an extension also of brick construction, 25x40 feet in size, and one story high, designed for a "Picker room." The reported cost of the whole is \$50,000.

MANCHESTER.

A one-story frame addition was made to the plant of the E. E. Hilliard Company at Buckland. The building is 50x50 feet in size and it cost \$1,500.

MERIDEN.

The factory "H" branch of the International Silver Company was improved by the erection of a one-story brick addition, 50x70 feet in size, the reported cost of which is \$4,000.

MIDDLETOWN.

The plant of W. & B. Douglas was improved by the erection of an addition to a building used for shipping purposes. It is of brick construction, one story high, 85x53 feet in size, and cost \$2,000.

At an approximate cost of \$5,000 the Frisbie Motor Company, Inc., erected a factory building. The structure is of brick construction, one story high, and 42x116 feet in size.

The plant of L. E. Palmer was improved by the erection of a one-story brick addition, 18x71 feet in size, costing \$1,500.

A three-story brick factory building was put up by the Russell Manufacturing Company. The structure is 50x110 feet in size and its reported cost is \$16,500.

NEW BRITAIN.

Improvements were made to the plant of the Corbin Cabinet Lock Company consisting of a one-story brick addition, 39x66 feet in size, costing \$1,500.

The Cremo Brewing Company built a one-story brick addition of the dimensions of 18x48 feet, which cost \$2,500.

A carriage shop of brick construction, three stories high, 56x60 feet in size and which cost \$5,000, was put up by Gold & Weinberg.

At the reported cost of \$14,000, the Hart & Cooley Company erected a three-story factory building, 50x57 feet in size. It is of brick construction with gravel roof, a portion of the structure is of reinforced concrete with steel beams.

A one-story brick addition was made to the plant of the North & Judd Manufacturing Company. Its dimensions are 84x40 feet, and the cost \$1,200.

A building for storage purposes was put up by the Russell & Erwin Manufacturing Company. It is a one-story structure of frame construction covered with corrugated iron, 13x41 feet in size, and cost \$650.

A brick factory building reported to have cost \$20,000 was erected by the Stanley, Rule and Level Company. It is of the three-story and basement variety and 60x90 feet in size.

The plant of the Stanley Works was enlarged by the erection of a one-story frame building to be used for storage purposes. Its reported cost is \$500, and it is 32x60 feet in size.

A one-story brick factory building was erected by the Traut & Hine Manufacturing Company. Its dimensions are 40x60 feet and it cost \$7,500.

NEW HAVEN.

A two-story factory building was erected by Vincent Ferrie. It is of concrete block construction, 84x54 feet in size, and cost \$1,600.

Frederick Howshild erected a two-story brick building for use as a carriage manufactory. Its reported cost is \$8,000 and it is 74x101 feet in size.

At the reported total expenditure of \$35,000 the Mayo Radiator Company erected a new manufacturing plant. The buildings consist of a one-story factory building of brick and steel construction, 150x300 feet in size, a one-story box shop which is of brick construction, 40x60 feet in size, and a one-story brick boiler house of the dimensions of 60x80 feet.

The Narrow Fabric Corporation erected a brick factory building, the reported cost of which is \$75,000. Its dimensions are 68x202 feet and three stories high.

A brick factory building was put up for the use of the National Biscuit Company. It is one story in height, 44x125 feet in size and its reported cost is \$8,500.

At the reported cost of \$10,000 the New Haven Clock Company added a brick factory to its already extensive plant. The building is 33x82 feet in size and five stories high.

The plant of I. Newman & Sons was added to by the erection of a four-story brick factory building 26x42 feet in size, which cost \$4,500. The firm also built a one-story shipping room of brick construction, 32x80 feet in size, the reported cost of which is \$3,000.

A two-story frame addition, 16x31 feet in size, which cost \$900, was made to the plant of the Ochsner & Sons Company.

The plant of the Pond Lily Company was improved by the erection of a one-story brick factory addition, 6x27 feet in size, which cost \$500. A one-story brick storehouse was also built, 40x100 feet in size, the reported cost of which is \$2,000.

The Seamless Rubber Company added to its plant by building a one-story brick factory, 60x90 feet in size, which cost \$8,000, and a boiler house, also of brick construction, 15x20 feet in size, one story high, the reported cost of which is \$300. The company also built a two-story brick addition, 25x30 feet in size, which cost \$1,300.

At the reported cost of \$11,000, Andrew G. Smith erected a four-story brick factory building, the dimensions of which are given as 40x75 feet.

A brick manufacturing plant was erected by C. H. Webb. Its dimensions are 40x90 feet, three stories in height, and the reported cost is \$10,000.

For additional storage use the Weibel Brewing Company added to its plant. The building is of brick construction, one story high, 25x30 feet in size, and the reported cost is \$2,000.

NEW LONDON.

The Brainard & Armstrong Company improved its plant by the erection of a two-story brick addition, 35x100 feet in size, which cost \$7,000.

At the reported cost of \$12,000 the New England Carpet Lining Company erected a brick factory building. Its dimensions are 50x150 feet, two stories high with basement.

The New London Wash Silk Company put up a two-story brick factory building, 30x100 feet in size, the reported cost of which is \$7,000.

A one-story brick factory building, 35x70 feet in size, the reported cost of which is \$3,000, was erected by the Queen Anne Mills Company.

NORWALK.

At the reported cost of \$3,000 the Clear Felt Hat Company added to its plant at South Norwalk. The building is of frame construction, two stories high, and 42x60 feet in size.

A four-story brick structure was erected by the E. H. Hotchkiss Company to replace a factory building which had been destroyed by fire. The building is 70x70 feet in size and the reported cost is \$10,000.

The Lockwood Manufacturing Company at South Norwalk enlarged its plant by the erection of a four-story brick addition, 35x60 feet in size, which cost \$8,500.

The plant of the Muller Gloria Mills at Winnipauk was enlarged by the erection of a one-story brick factory building, 40x300 feet in size, and a brick machine shop, also of brick construction and one story high, 25x32 feet in dimensions. The reported cost of the improvement is \$13,000.

For use as a storage building the R. & G. Corset Company at South Norwalk put up a two-story brick building, 30x20 feet in size, the reported cost of which is \$1,200.

A one-story frame storehouse was built by Vanderhoef & Company. The structure is 70x115 feet in size, and the reported cost is \$8,000.

NORWICH.

The plant of the Hopkins & Allen Arms Company was enlarged by the erection of brick additions to its plant, the reported cost of which is \$8,400. The improvements consist of a five-story building, 30x84 feet in size and a one-story structure, the dimensions of which are 34x60 feet.

A brick building for manufacturing purposes was erected by the Industrial and Manufacturing Company. Its dimensions are 40x110 feet, two stories high, and the reported cost is \$9,000.

For storage purposes the McCrum-Howell Company put up a one-story frame building. Its dimensions are 40x80 feet and its reported cost \$4,800.

At the reported cost of \$2,500, the Norwich Belt Manufacturing Company erected a two-story building for office purposes. It is of brick construction and its dimensions are 30x40 feet.

For use as a storehouse the Wm. H. Page Boiler Company erected a two-story building. It is 80x100 feet in size, the first story being of brick, the other of frame construction, and the total reported cost \$4,600.

The Preston Woolen Company put up a two-story brick building for use as a "Picker House." Its dimensions are 37x43 feet, and the reported cost is \$3,800.

A new factory building, the reported cost of which is \$11,000, was erected by the Uncas Paper Company. It is three stories high, 40x120 feet in size, and of brick construction.

PLAINFIELD.

The Lawton Mills Corporation made two additions to its plant. They consist of a three-story building of brick heavy mill construction, 100x182 feet in size, and a one-story weave shed, also of brick construction, the dimensions of which are

150x227 feet. The total reported cost of the improvement is \$68,500.

SAYBROOK.

The plant of Pratt, Read & Company at Deep River was enlarged by the erection of a two-story brick factory building, 50x55 feet in size, the reported cost of which is \$5,500.

SOUTHINGTON.

A frame addition to its plant was made by the Beaton & Corbin Company. Its dimensions are 27x45 feet, one story high, and the reported cost is \$1,100.

SPRAGUE.

The plant of the Totoket Mills Company at Versailles was improved by raising the roof of a brick building, 50x200 feet in size, one story, and by the erection of a two-story brick structure, 40x80 feet in dimensions for use as a storehouse. The total reported cost of the improvement is \$12,000.

STAMFORD.

A new factory building was put up by the Robert Kerr Press Company. It is of brick construction, one story in height. Its dimensions are 65x179 feet, and its reported cost is \$20,000.

A frame factory building was erected by the Marine Railways and Construction Company. It is one and one-half stories in height, 50x100 feet in size, and its reported cost is \$2,800.

An addition of frame construction, two stories high, 28x30 feet in size, the reported cost of which is \$2,000, was made to the plant of A. L. Schavoir.

To replace a building which had been destroyed by fire, the Stollwerck Brothers, Incorporated, erected a new structure. Its dimensions are 50x100 feet, two stories high, of reinforced concrete construction, and its reported cost is \$10,000.

STONINGTON.

An addition to its boiler house, the reported cost of which is \$1,300, was made by the Rossie Velvet Company at Old Mystic. It is one story in height, 20x20 feet in size, and of brick construction.

TORRINGTON.

To increase the capacity of its foundry the Turner & Seymour Manufacturing Company built a one-story brick addition. Its dimensions are 58x110 feet and its reported cost is \$8,500.

The Union Hardware Company added to the capacity of its grinding room by building a one-story brick addition, 32x50 feet in size, which cost \$2,200.

VERNON.

A one-story brick factory building, 40x180 feet in size, the reported cost of which is \$7,000, was put up by the Rock Manufacturing Company at Rockville.

WALLINGFORD.

At the reported cost of \$12,500, the M. Backes & Sons, Incorporated, made an addition to its plant. Its dimensions are 50x80 feet. The building is three stories in height and of brick construction.

WATERBURY.

The American Mills Company made improvements to its plant, the reported cost of which aggregates \$47,500. The additions consist of a factory building of brick and steel construction, 64x191 feet in size, two stories and basement, and a one-story brick building, 30x54 feet in size.

A storehouse of brick and frame construction, one story high, 15x50 feet in size, which cost \$750, was put up by the American Ring Company.

The Blake & Johnson Company made extensive improvements to its plant. They consist of a factory building of brick and concrete construction, 200x260 feet in size, one story with basement, and a power plant, also of brick and concrete, one story and basement, 50x80 feet in size. The reported cost of the entire improvement is \$150,000.

At the total reported cost of \$21,500, the Chase Rolling Mill Company improved its plant. A one-story addition of brick and steel construction was built, 60x120 feet in size, also an addition of brick construction, 30x40 feet and one story high. The company also raised the roof of a building, 50x89 feet in size one story.

The French Manufacturing Company erected a one-story factory building of brick and steel construction, 70x80 feet in size, the reported cost of which is \$6,000.

A new brick factory building was put up by James F. Gaffney. A portion of the building is two stories in height, the other being three stories. Its dimensions are 49x72 feet and its reported cost is \$8,000.

The plant of F. H. Kalbfleisch was increased by the erection of two additions. One of the buildings is a one-story frame structure, 20x71 feet in size and the other is also one story high, 30x100 feet in size, of brick construction. The reported cost of the entire improvement is \$5,500.

The Mattatuck Manufacturing Company increased the size of its plant by the erection of a four-story brick factory building, the dimensions of which are 42x148 feet. Its reported cost is \$30,000.

A one-story brick addition, 14x23 feet in size, which cost \$500, was made to the plant of the Matthews & Willard Manufacturing Company.

A brick factory building, 43x100 feet in size, and two stories high, the reported cost of which is \$10,000, was erected by George Panneton.

A brick pump house of the dimensions of 50x62 feet, and one story high, which cost \$2,000, was put up by the Randolph-Clowes Company.

The Scovill Manufacturing Company made extensive additions to its plant. They consist of a one-story building, 120x140 feet in size, which is of brick and steel construction. The other additions are also of the one-story variety, of brick construction, 38x54; 73x111; and 40x72 feet in size, respectively. The aggregate cost of the improvement is \$38,800.

A one-story brick addition to its plant was made by the Shoe Hardware Company. It is 73x107 feet in size, and its reported cost is \$8,000.

The Steele & Johnson Manufacturing Company erected a new brick factory building, the reported cost of which is \$25,000. The structure is 42x150 feet in size and four stories high.

A one-story brick addition, 12x20 feet in size, which cost \$800, was erected by G. A. Upham.

The Waterbury Battery Company put up a two-story brick addition to its plant. Its dimensions are 45x134 feet and its reported cost is \$12,500.

At the reported cost of \$5,500 three additions were made to the plant of the Waterbury Brass Corporation. All the additions are one story in height and consist of a brick structure, 22x32 feet in size, a frame office building, 19x33 feet in dimensions, and a storage building of frame and steel construction, 14x35 feet in size.

At a cost approximating \$18,000, the Waterbury Button Company improved its plant. The building is four stories in height, 32x114 feet in size, and is of brick construction.

The Waterbury Clock Company erected a five-story brick factory building, 40x194 feet in size, the reported cost of which is \$40,000. The company also built a one-story brick boiler house of the dimensions of 57x62 feet, which cost \$5,000.

The plant of the Waterbury Lumber and Coal Company was enlarged by the erection of a brick addition, six stories in height, 27x85 feet in size, the reported cost of which is \$15,000.

At the reported cost of \$100,000, the Waterbury Manufacturing Company increased the size of its plant. The buildings are all of brick construction, seven stories high, 40x120; 40x92; and 50x70 feet in size, respectively.

An addition of concrete and steel construction was made to

the plant of the Waterbury Rolling Mills, Incorporated. The building is one story high, 48x150 feet in size, and the reported cost is \$12,000.

The plant of A. H. Wells & Company was added to by the erection of a brick structure, 40x100 feet in size, one story high with basement, which cost \$9,000.

WINCHESTER.

The Winsted Hosiery Company enlarged its plant at Winsted by building a three-story brick storehouse of the dimensions of 45x100 feet, the reported cost of which is \$15,000.

WINDHAM.

At the reported cost of \$30,200, the Smith & Winchester Manufacturing Company increased the size of its plant at South Windham. The buildings are of brick and steel construction, each being three stories high and 80x210; and 50x90 feet in size, respectively.

The Windham Manufacturing Company at Willimantic enlarged its plant by the erection of a power plant which consists of two brick buildings each two stories high, 30x40 feet in size, and a brick stack, 40x40 feet in dimensions, 200 feet high. The company also raised the roof of a brick building one story of the dimensions of 25x100 feet. The total reported cost of the improvement is \$13,000.

WINDSOR LOCKS.

The office building of C. H. Dexter & Sons was added to at the reported cost of \$1,500. The addition is of brick construction and 26x34 feet in size.

The Medicott Company built an addition to its plant which is of brick, concrete and steel construction with extra heavy foundation. The building is of the dimensions of 54x54 feet, two stories high, and its reported cost is \$20,000.

The tabulated statement follows:

NEW FACTORY CONSTRUCTION.

FOR MANUFACTURING PURPOSES DURING THE YEAR ENDED
JULY 1, 1909.

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Beacon Falls....	Beacon Falls Rubber Shoe Co.....	Frame	1	80 x 104	\$2,000 00
Berlin.....	American Paper Goods Co.....	Brick	3	42 x 150	5,000 00
	Swift-Waters Manufacturing Co.....	Brick and Concrete	2	30 x 60	4,500 00
Bridgeport.....	Acme Shear Co.....	Brick	2	68 x 125	12,000 00
	American & British Mfg. Co.....	Brick	2	48 x 122	4,000 00
	Same.....	Concrete	2	40 x 185	4,000 00
	Same.....	Concrete	1	15 x 58	1,000 00
	Automatic Machine Co..	Frame	1	24 x 75	600 00
	W. H. Batcheller.....	Brick	2	54 x 208	20,000 00
	H. C. Bradley.....	Frame	1	80 x 50	500 00
	Bridgeport Brass Co....	Brick and Steel	1 and basem't	100 x 300	55,000 00
	Same.....	Brick and Steel	4	{ 48 x 66 } { 48 x 84 }	20,000 00
	Same.....	Brick and Steel	1	66 x 104	15,000 00
	Bridgeport Coach Lace Co.....	Brick	1	48 x 81	4,000 00
	Bridgeport Elastic Fabric Co.....	Frame	1	27 x 90	1,500 00
	Bridgeport Foundry & Machine Co.....	Brick	1	20 x 40	1,000 00
	Bridgeport Vehicle Co...	Brick and Steel	3	45 x 157	20,000 00
	Same.....	Frame	2	12 x 31	600 00
	Connecticut Clasp Co....	Frame	1	25 x 28	1,400 00
	Coulter & McKenzie Machine Co.....	Brick	3	60 x 87	10,000 00
	Electric Cable Co.	Brick	1	60 x 120	11,000 00
	Same.....	Brick	1 and basem't	12 x 30	1,500 00
	Same.....	Frame	1	30 x 60	1,300 00
	Grant Manufacturing Co.	Frame	1	18 x 50	300 00
	Harvey Hubbell.....	Concrete	5	82 x 158	27,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Bridgeport.....	Andrew L. Krouse.....	Brick	1	40 x 90	\$2,500 00
	Lake Torpedo Boat Co...	Frame	2	24 x 104	2,000 00
	Same.....	Brick	2	24 x 36	2,500 00
	Same.....	Frame	2	24 x 67	2,300 00
	Manufacturers Iron Foundry Corp.....	Brick	1	50 x 68	3,500 00
	Same.....	Frame	2	30 x 68	600 00
	MacFarlane Brothers Manufacturing Co.....	Brick	3	30 x 112	6,000 00
	A. H. Nilson Machine Co.	Concrete	1	75 x 77	3,000 00
	Andrew Radel.....	Frame	1	60 x 64	1,300 00
	Sieman Hard Rubber Co.	Frame	1 and basem't	41 x 167	6,000 00
	Spring Perch Co.....	Brick	1	{ 52 x 65 21 x 24 }	4,100 00
	Standard Manufacturing Co.....	Brick	2 and basem't	32 x 48	3,000 00
	Tait & Son.....	Frame	1	50 x 300	3,000 00
	C. O. Thompson.....	Brick	1	34 x 106	4,000 00
	Union Metallic Cartridge Co.....	Brick	9	{ 60 x 88 75 x 88 }	60,000 00
	Same.....	Brick	1	68 x 81	5,000 00
	Same.....	Brick	1	12 x 12	500 00
	Warner Brothers Co.	Frame	1	{ 30 x 126 18 x 27 17 x 30 }	2,450 00
Bristol.....	Bristol Engineering Corp.....	Brick	1	130 x 140	18,000 00
	Same.....	Frame	1	30 x 40	2,000 00
	Dunbar Brothers.....	Brick	2	25 x 48	2,500 00
	C. G. Garrigus Machine Co.....	Brick	1 and 3	{ 10 x 35 37 x 75 }	15,000 00
	E. Ingraham Co.....	Brick	5	33 x 126	45,000 00
	F. N. Manross.....	Brick	1	15 x 30	500 00
	H. J. Mills.....	Brick	2	35 x 40	3,000 00
	C. J. Root (estate).....	Brick	1 and 3	{ 31 x 36 43 x 90 }	20,000 00
Chatham.....	Bevin Brothers Manufacturing Co.....	Brick	1 and 2	{ 66 x 80 26 x 45 26 x 66 }	14,000 00
	Summit Thread Co.....	Frame	1	43 x 57	2,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Cheshire.....	Ball & Socket Manufacturing Co.....	Frame and Brick	1 and 2	{ 35 x 60 48 x 62 27 x 45 38 x 40 }	\$12,000 00
Columbia.....	Christopher C. Case.....	Brick	1	38 x 40	1,800 00
Danbury.....	Danbury Co.....	Brick	3	40 x 190	14,500 00
	J. W. Green & Sons, Inc.	Brick	3	35 x 104	11,000 00
	Haitsch Hat Co.....	Frame	1 and 2	{ 11 x 31 25 x 50 25 x 60 28 x 40 }	2,800 00
	Silver Brothers.....	Frame	1 and 3	{ 50 x 175 50 x 52 45 x 65 }	12,000 00
East Hartford..	Andrew & Charles Pullar	Frame	3	45 x 65	4,000 00
Enfield.....	Standard Metal Works..	Concrete	2	38 x 130	15,000 00
	Upson-Martin Co.	Brick	3	44 x 151	24,000 00
Essex.....	Tiley-Pratt Co.....	Brick and Concrete	1	{ 48 x 220 30 x 80 30 x 30 }	12,000 00
	Behrens & Bushnell....	Frame	1	14 x 48	400 00
Fairfield.....	Fairfield Aluminum Corp.....	Frame and Brick	1	{ 80 x 70 80 x 50 }	4,000 00
	Fairfield Rubber Co.....	Frame	1	48 x 56	2,300 00
Farmington....	Charles W. House & Son	Brick	3	36 x 75	8,000 00
Glastonbury....	Glastonbury Knitting Co.....	Brick	4	40 x 60	8,000 00
	Same.....	Brick	1	50 x 100	4,500 00
	Williams Brothers Mfg. Co.....	Brick	3	40 x 145	11,500 00
Greenwich.....	Palmer Brothers.....	Concrete	1	75 x 100	10,000 00
Hartford.....	Beseman & Bostwick....	Brick	4	40 x 84	12,000 00
	Edwin J. Blake.....	Brick	1	78 x 86	12,000 00
	Capitol Foundry Co.....	Frame	1	14 x 38	250 00
	P. Donaghue.....	Brick and Steel	4	30 x 80	10,000 00
	A. C. Dunham.....	Frame	2	34 x 56	1,700 00
	H. A. & F. L. Evarts....	Brick	3	38 x 40	4,000 00
	Hubert Fischer Brewing Co.....	Brick and Concrete	2	22 x 30	300 00
	Hartford Builders Finish Co.....	Brick	1	28 x 55	600 00
	Hartford Falence Co.....	Frame	1	25 x 25	300 00
	Hartford Pulp Plaster Corp.....	Frame	2	48 x 74	7,400 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Hartford.....	Hartford Rubber Works Co.....	Brick and Steel	1	31 x 43	\$2,250 00
	Same.....	Brick	4	13 x 13	1,000 00
	Hotchkiss Brothers Co..	Brick	5	40 x 80	16,000 00
	Industrial Realty Co....	Brick	2	40 x 60	10,000 00
	McQue Co.....	Brick	1 and 2	$\left\{ \begin{array}{l} 37 \times 43 \\ 47 \times 50 \\ 47 \times 203 \end{array} \right\}$	25,000 00
	Myers & Gross	Brick	2	43 x 112	6,500 00
	Thomas B. Simonds.....	Brick	2	38 x 54	5,000 00
	Terry Steam Turbine Co.	Brick	1	82 x 200	18,500 00
Huntington	Adams Manufacturing Co.....	Brick	4	36 x 125	22,000 00
Killingly.....	Danielson Cotton Co....	Brick	2	$\left\{ \begin{array}{l} 25 \times 40 \\ 150 \times 150 \end{array} \right\}$	50,000 00
Manchester.....	H. E. Hilliard Co.....	Frame	1	50 x 50	1,500 00
Meriden	International Silver Co., "Factory H".....	Brick	1	50 x 70	4,000 00
Middletown	W. & B. Douglas.....	Brick	1	35 x 53	2,000 00
	Frisbie Motor Co., Inc..	Brick	1	43 x 116	5,000 00
	I. B. Palmer.....	Brick	1	18 x 71	1,500 00
	Russell Manufacturing Co.....	Brick	2	50 x 110	16,500 00
	Corbin Cabinet Lock Co.	Brick	1	30 x 66	1,500 00
New Britain....	Creme Brewing Co.....	Brick	1	18 x 43	3,500 00
	Gold & Weinberg.....	Brick	3	56 x 60	5,000 00
	Hart & Cooley Co.....	Brick	3	50 x 57	14,000 00
	North & Judd Manufacturing Co.....	Brick	1	34 x 40	1,200 00
	Russell & Erwin Manufacturing Co.....	Frame and Iron	1	18 x 41	650 00
	Stanley Rule & Level Co.	Brick	3 and basem't	66 x 66	20,000 00
	Stanley Works.....	Frame	1	23 x 66	500 00
	Traut & Hine Manufacturing Co.....	Brick		40 x 50	7,500 00
New Haven.....	Vinecent Ferris.....	Concrete Blocks	2	34 x 54	1,500 00
	Frederick Howshild....	Brick	2	74 x 101	8,000 00
	Mayo Radiator Co.....	Brick and Steel	1	$\left\{ \begin{array}{l} 40 \times 60 \\ 60 \times 20 \\ 100 \times 200 \end{array} \right\}$	25,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
New Haven.....	Narrow Fabric Corp.....	Brick	3	68 x 202	\$75,000 00
	National Biscuit Co.....	Brick	1	44 x 125	8,500 00
	New Haven Clock Co....	Brick	5	33 x 82	10,000 00
	I. Newman & Sons.....	Brick	1	32 x 80	2,000 00
	Same.....	Brick	4	26 x 42	4,500 00
	Oschner & Sons Co.....	Frame	2	16 x 31	900 00
	Pond Lily Co.....	Brick	1	{ 6 x 27 40 x 100 }	2,500 00
	Seamless Rubber Co.....	Brick	1	{ 60 x 90 15 x 30 }	8,300 00
	Same.....	Brick	2	25 x 30	1,300 00
	Andrew G. Smith.....	Brick	4	40 x 75	11,000 00
	O. H. Webb.....	Brick	3	40 x 90	10,000 00
	Weibel Brewing Co.....	Brick	1	25 x 30	2,000 00
New London....	Brainard & Armstrong Manufacturing Co.....	Brick	2	35 x 100	7,000 00
	New England Carpet Lining Co.....	Brick	2 and basem't	50 x 150	12,000 00
	New London Wash Silk Co.....	Brick	2	80 x 100	7,000 00
	Queen Anne Mills Co....	Brick	1	35 x 70	2,000 00
Norwalk.....	Clear Felt Hat Co.....	Frame	2	42 x 60	2,000 00
	E. H. Hotchkiss Co.....	Brick	4	70 x 70	10,000 00
	Lockwood Manufacturing Co.....	Brick	4	35 x 60	3,500 00
	Muller Gloria Mills.....	Brick	1	{ 40 x 300 25 x 33 }	13,000 00
	R. & G. Corset Co.....	Brick	2	30 x 30	1,300 00
	Vanderhoef & Co.....	Frame	1	70 x 115	8,000 00
Norwich.....	Hopkins & Allen Arms Co.....	Brick	1 and 5	{ 34 x 60 30 x 34 }	8,400 00
	Industrial & Manufacturing Co.....	Brick	2	40 x 110	9,000 00
	McCrum-Howell Co.....	Frame	1	40 x 30	4,000 00
	Norwich Belt Manufacturing Co.....	Brick	2	30 x 40	2,500 00
	W. H. Page Boiler Co....	Frame and Brick	2	30 x 100	4,000 00
	Preston Woolen Co.....	Brick	2	37 x 43	2,800 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Norwich	Uncas Paper Co.....	Brick	3	40 x 130	\$11,000 00
Plainfield.....	Lawton Mills Corp.....	Brick	1	150 x 227	27,500 00
	Same.....	Brick	3	100 x 182	41,000 00
Saybrook.....	Pratt, Read & Co.....	Brick	2	50 x 55	5,500 00
Southington....	Beaton & Corbin Manufacturing Co.....	Frame	1	27 x 45	1,100 00
Sprague.....	Totoket Mills Co.....	Brick	1 and 2	$\left\{ \begin{array}{l} 50 \times 200 \\ 40 \times 30 \end{array} \right\}$	12,000 00
Stamford	Robert Kerr Press Co...	Brick	1	65 x 179	20,000 00
	Marine Railways & Construction Co.....	Frame	1½	50 x 100	2,300 00
	A. L. Schavoir.....	Frame	2	28 x 30	2,000 00
	Stollwerck Brothers, Inc.....	Reinforced Concrete	2	50 x 100	10,000 00
Stonington	Rossie Velvet Co.....	Brick	1	20 x 20	1,300 00
Torrington	Turner & Seymour Mfg. Co.....	Brick	1	58 x 110	8,500 00
	Union Hardware Co.....	Brick	1	32 x 30	2,200 00
Vernon.....	Rock Manufacturing Co.....	Brick	1	40 x 180	7,000 00
Wallingford....	M. Backes & Sons, Inc...	Brick	3	50 x 30	12,500 00
Waterbury	American Mills Co.....	Brick and Steel	2 and basem't	64 x 191	45,000 00
	Same.....	Brick	1	30 x 54	2,500 00
	American Ring Co.....	Frame and Brick	1	15 x 50	750 00
	Blake & Johnson Co.....	Brick and Concrete	1 and basem't	200 x 260	130,000 00
	Same.....	Brick and Concrete	1 and basem't	50 x 30	20,000 00
	Chase Rolling Mill Co...	Brick and Steel	1	60 x 130	15,000 00
	Same.....	Brick	1	50 x 30	5,000 00
	Same.....	Brick	1	30 x 40	1,500 00
	French Manufacturing Co.....	Brick and Steel	1	70 x 60	6,000 00
	James F. Gaffney	Brick	2 and 3	48 x 72	8,000 00
	F. H. Kalbfleisch Co.....	Brick	1	30 x 100	2,500 00
	Same.....	Frame	1	20 x 71	2,000 00
	Mattatuck Manufacturing Co.....	Brick	4	42 x 148	80,000 00

NEW FACTORY CONSTRUCTION—(Concluded).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Waterbury.....	Matthews & Willard Manufacturing Co.....	Brick	1	14 x 23	\$500 00
	George Parmeton.....	Brick	2	43 x 100	10,000 00
	Randolph-Clowes Co.....	Brick	1	50 x 62	2,500 00
	Scovill Manufacturing Co.....	Brick and Steel	1	120 x 140	20,000 00
	Same.....	Brick	1	73 x 111	12,000 00
	Same.....	Brick	1	{ 40 x 73 } { 23 x 54 }	6,000 00
	Shoe Hardware Co.....	Brick	1	73 x 107	3,000 00
	Steele & Johnson Manufacturing Co.....	Brick	4	42 x 150	25,000 00
	G. A. Upham.....	Brick	1	12 x 30	650 00
	Waterbury Battery Co...	Brick	2	45 x 134	12,500 00
	Waterbury Brass Corp...	Frame, Brick and Steel	1	{ 22 x 32 } { 19 x 32 }	5,500 00
	Waterbury Button Co...	Brick	4	{ 14 x 35 } { 23 x 114 }	10,000 00
	Waterbury Clock Co.....	Brick	1 and 5	{ 57 x 62 } { 40 x 134 }	45,000 00
	Waterbury Lumber & Coal Co.....	Brick	6	37 x 35	15,000 00
	Waterbury Manufacturing Co.....	Brick	7	{ 40 x 120 } { 49 x 92 } { 50 x 70 }	100,000 00
	Waterbury Rolling Mill Co.....	Concrete and Steel	1	43 x 150	12,000 00
	A. H. Wells & Co.....	Brick	1 and basem't	40 x 100	3,000 00
Winchester.....	Winsted Hosiery Co.....	Brick	3	45 x 100	15,000 00
Windham.....	Smith & Winchester Manufacturing Co.....	Brick and Steel	3	{ 40 x 210 } { 50 x 90 }	30,200 00
	Windham Manufacturing Co.....	Brick	1	25 x 100	2,500 00
	Same.....	Brick	1 and 2	{ 49 x 42 } { 30 x 49 } { 39 x 40 }	10,000 00
Windsor Locks.	C. H. Dexter & Sons.....	Brick	1	25 x 34	1,500 00
	Medlicott Co.....	Brick, Concrete and Steel	2	54 x 54	20,000 00
Total.....					\$2,004,100 00

TENEMENT HOUSES.

There follows a brief description of Tenement Houses erected under the provisions of the "Tenement House Act" during the year ended December 31, 1909, in the six cities of the state to which the law applies.

In the six cities above referred to permits were granted by the constituted authorities, for the erection of four hundred and seventy-three structures designed for the occupancy of three families or more. This against two hundred and eighty-seven permits during the year 1908, and four hundred and seventy-one during the corresponding period of 1907.

The number of permits granted in each city included in the above are:

In Hartford during the year 1909, permits were granted for the erection of one hundred and fifteen buildings of the class described, against sixty-seven during 1908, and one hundred and nineteen in 1907.

In New Haven forty permits were granted during the twelve-months period of 1909, fifty-nine during the corresponding period of 1908, and thirty-six in 1907.

In Bridgeport ninety-seven permits were granted during the twelve-months period of 1909, against seventy-seven during 1908 and one hundred and fifty in 1907.

In Waterbury during the 1909 period one hundred and eighty-five permits were granted, against fifty-seven during 1908, and one hundred in 1907.

In New Britain there were twenty-six permits granted during the 1909 period, twenty-five during the year 1908 and sixty in 1907.

In Meriden ten permits were recorded during the 1909 period, two in 1908, and six during the year 1907.

The additional number of families which can be housed by reason of the erection of these buildings is of material interest.

In Hartford four hundred and ninety-five additional families can be housed because of the construction of tenement houses arranged for the occupancy of three families or more, in Bridgeport three hundred and eighty-eight additional families can be accommodated in houses of the class described, in New Haven one hundred and eighty-one, in Waterbury, seven hundred and nine, in New Britain one hundred and twenty, and in Meriden accommodation is furnished for thirty-four additional families.

During the year 1909, there were erected in the six cities to which the law applies, buildings arranged for the occupancy of three families or more, sufficient for the accommodation of 1,927 additional families. This in comparison with housing facilities for 1,330 additional families supplied by the erection of the same class of houses in the same localities in 1908.

The total floor space of these buildings computed in square feet amounts to 2,371,445 exclusive of cellar area, while including the area of cellar it amounts to 3,113,669 square feet. This in comparison with buildings of the class described erected in 1908, the floor space of which amounted to 1,605,483 square feet exclusive of cellar area and 2,099,827 square feet, including cellar area.

HARTFORD.

The reports filed in this office by the building inspector of the city of Hartford reveals the information that permits were granted for the erection of one hundred and fifteen buildings of the class described as tenement houses within the meaning of the "Tenement House Act" during the period from January 1 to December 31, 1909.

The total valuation of these buildings is given as \$961,900, or an average cost of \$8,364 each.

Below is given a brief extract from the inspector's report of date December 31, 1909:

"Not in the number of large factory or business structures, but in the number of homes, does the year 1909 exceed previous records. Three hundred and forty residence structures during the year. That is the record, and the total valuation of these properties alone is \$2,355,500, or approximately two-thirds of the total estimated cost of building during the entire year. There were authorized sixty-four (64) frame and eight (8) brick dwellings for single families; one hundred and forty-three (143) frame and ten (10) brick two-family dwellings; thirty-two (32) frame and forty-five (45) brick tenements of the three-family type, and two (2) frame and thirty-six (36) brick tenements of the type designed for more than three families in each. The total number of homes provided by these structures is eight hundred sixty-six (866).

"It is of the construction of two-family dwellings, and the great need for more single dwellings of a cost sufficiently low to enable laboring men to own their own homes and garden plots that these statistics speak. There is no doubt that the two-family dwelling is becoming more and more popular over the larger tenement house. The increased numbers of this class of dwellings during the year just passed, attests this. It is somewhat startling, however, to learn that of all these three hundred and forty (340) buildings, for which permits were issued, only fifteen (15) were for single-family residences costing approximately \$2,500, or less. The value of such small single family dwellings, each with its yard and perhaps small garden plot, designed to meet the needs of the workingman, is not to be estimated in dollars and cents. It is manifest on the face of it that fifteen (15) such dwellings out of a total of three hundred and forty (340) residence structures built in a single year, are not enough to meet the needs of the workingman. Where, then, does the workingman turn for residence? Not to the two family dwellings, for these are designed for rental, usually at a figure too high to permit the average workingman to occupy them. The only place provided for him and his family, therefore, would seem to be the three or the six-family tenement house, with no yard, with no garden, with no separation from many other families who

must resort to the same class of buildings, for a residence within their means. The tenement house properly built with all possible air and sunshine in the near business district, where land is dear, is all right. It meets a demand which must be met, a need that must be fulfilled. . . .

"There are now being built near Pope Park half a dozen single family dwellings at an approximate cost of \$1,800, which offer what many workmen would like to find, but cannot get, a home with attractive surroundings, with an appreciable garden plot and with all the advantages of privacy. Such a home a thrifty workman may hope, in time, to own. He cannot normally hope to own a two-family dwelling, even if he can afford to pay the rent, and he can scarcely hope to save enough out of his wages to buy a tenement building, even if he desired to."

"The tendency to two-family dwellings is healthy and should be encouraged. but more than this it is to be hoped that the present lack of low-priced single dwellings for the families of workingmen will be met by a marked increase in the current year. . . .

The specifications submitted for the construction of these buildings relating to area of lot to be occupied by the buildings show that three are planned to occupy under ten per cent. of area of lot, forty-one are designed to occupy ten and under twenty per cent. of lot, forty-three take up a space of twenty and under thirty per cent., seventeen occupy a space of thirty and under forty per cent., seven are built upon forty and under fifty per cent. of the lot area, two occupy a space of fifty and under sixty per cent. and the same number are built upon over sixty per cent. of the area of lot.

One each of these buildings is designed for the occupancy of eighteen, sixteen and nine families respectively, two are arranged for twelve families in each, five are planned for eight families each, twenty-two are designed for the occupancy of

six families each, six are calculated to accommodate four families each, while seventy-seven are of the three-family type.

The one hundred and fifteen buildings included in this abstract, the dimensions of which are shown in the reports on file, occupy a floor space of 635,795 square feet, exclusive of cellar area, while the total area, including cellar, is 829,813 square feet.

NEW HAVEN.

The reports from the building inspector of the city of New Haven give a description of forty buildings which are of the class described in the "Tenement House Act."

One of the structures is so designed as to occupy over seventy per cent. of the lot area, one is built upon over sixty and under seventy per cent. of the area of lot, five are planned as to take up over fifty and under sixty per cent., seven occupy over forty and under fifty per cent. of the ground area, twelve are built upon over thirty and under forty per cent. of the land area, nine occupy over twenty and under thirty per cent., while five are built upon over ten and under twenty per cent. of the area of lot.

Twenty-five of these buildings are arranged for the occupancy of three families in each, two are planned for four families each, one for five families, nine for six families each, while three are built for the accommodation of eight, fifteen and sixteen families each respectively.

The floor space of these buildings is 214,843 square feet, exclusive of cellar area and 284,050 square feet of space, including the area of the cellar.

BRIDGEPORT.

The reports from the building inspector of the city of Bridgeport develops the information that permits were granted during the year for the erection of ninety-seven buildings of the class described in the "Tenement House Act."

Of these buildings fifty-seven are arranged for the occupancy of three families in each, nineteen are calculated for the use of four families each, six are designed for the occupancy of five

families each, nine are planned for six families each, three are arranged for nine families each and the same number are adapted for the use of ten families in each.

The reports of the inspector relating to the dimensions of these buildings exhibit the information that one of them occupies a space of less than ten per cent. of the lot area, fourteen are built upon over ten and under twenty per cent. of the area of lot, thirty-eight cover a space of over twenty and under thirty per cent. of the lot area, nineteen are built upon over thirty and under forty per cent. of the ground area, eleven occupy over forty and under fifty per cent. of the land area, seven take up over fifty and under sixty per cent. of the land space, five are built upon over sixty and under seventy per cent. of the area of lot while one occupies over seventy per cent. of the lot area.

The floor space of these buildings as shown in the report amounts to 478,843 square feet, exclusive of cellar area, and 642,435 square feet, including cellar area.

WATERBURY.

The reports from the building inspector of the city of Waterbury do not include the area of the lots upon which the proposed buildings are to be erected, thus preventing the appearance here of the proportion of lot area to be occupied by the various buildings.

Permits were granted during the year for the erection of one hundred and eighty-five buildings of the class included within the meaning of the "Tenement House Act."

One hundred and fifty of the permits called for the construction of buildings calculated for the occupancy of three families each, one is designed for the use of four families, eighteen are arranged for the occupancy of six families each, five are planned for seven tenements each, three are of the eight-tenement variety, one is arranged for nine tenements, three houses are designed for the use of ten families in each, the same number are planned for twelve families each and one is built for the accommodation of thirteen families.

The total floor space of the buildings referred to above, amounts to 843,852 square feet, exclusive of cellar area and 1,097,159 square feet, including cellar area.

NEW BRITAIN.

There were twenty-six permits granted during the year by the building inspector of the city of New Britain for the erection of houses of the class described in the "Tenement House Act."

Thirteen of these houses were so built as to occupy over ten and under twenty per cent. of the lot area, five were built upon over twenty and under thirty per cent. of the area of lot, the same number occupy over thirty and under forty per cent. of the land area, three are built upon over forty and under fifty per cent. of the ground space and two occupy a space of over sixty per cent. of the area of lot.

One of these houses is arranged for the accommodation of twelve families, eleven are designed for the occupancy of six families in each and fourteen are of the three-tenement type.

The floor space of the buildings referred to above amounts to 161,127 square feet exclusive of cellar area and 210,038 square feet, including cellar area.

MERIDEN.

The officer in charge of the issuance of building permits in the city of Meriden reported ten buildings of the class described in the "Tenement House Act" as being the number erected in that city during the year. Five of these buildings were planned to occupy over ten and under twenty per cent. of the lot area, two were built upon over twenty and under thirty per cent. of the ground area and three occupy over thirty and under forty per cent. of area of lot.

Eight of the structures are of the three-tenement variety and two are designed for the occupancy of four and six families in each respectively.

The floor space of the buildings described above amounts to 37,485 square feet, exclusive of cellar area and 49,980 square feet, including cellar floor space.

FREE PUBLIC EMPLOYMENT BUREAUS.

The Free Employment Offices conducted by the state under the supervision of this department are still maintained and the service rendered by them is to be commended. The location of the five bureaus and the names of the Superintendent of each follows:

Hartford—Jordan C. Wells, Superintendent, No. 135 Trumbull street; Bridgeport—Charles Keller, Superintendent, 60 Cannon street; New Haven, Walter E. Comstock, Superintendent, No. 39 Church street; Waterbury—George C. Minor, Superintendent, No. 36 North Main street; Norwich—Stephen H. Reeves, Superintendent, No. 43 Broadway.

A brief review of the system adopted and in use for the management of these offices is not out of place here.

For the purpose of calling the attention of the public to the benefits to be derived from the use of these offices in endeavors to secure employment or help, the department caused to be printed and freely distributed throughout the state, postal cards containing the following announcement:

State of Connecticut.

FREE EMPLOYMENT OFFICES.

HARTFORD, 135 Trumbull St., Tel. Charter 1942, Jordan C. Wells, Supt.
NEW HAVEN, 39 Church St., Tel. 514, Walter E. Comstock, Supt.
BRIDGEPORT, 60 Cannon St., Tel. 247, Charles Keller, Supt.
WATERBURY, 36 North Main St., Tel. 789, George C. Minor, Supt.
NORWICH, 43 Broadway, Tel. 344-5, Stephen H. Reeves, Supt.

HIGH GRADE MALE AND FEMALE HELP.

Accountants; Stenographers; Engineers; Building, Mechanical and Technical Trades; Agricultural, Factory, Hotel, Mercantile, Office, Professional, Restaurant, Domestic and Transportation Help; Laborers—Light or Heavy Work.

SERVICE FREE, FACILITIES FOR SUPPLYING HELP UNSURPASSED.

Make application to the Superintendent of the nearest office by mail, telephone, or in person, giving full name of individual, or firm, and if a corporation, the title; to whom, when, and where, the help wanted should apply, giving adequate information as to the nature of the employment offered, wages, hours of labor, etc., and whether transportation will be paid to destination if at a distance from the office. When advancing car fare, which is highly desirable, make orders payable to the superintendent.

Frequent communication with the office is advisable until suitable persons have been engaged. Use the telephone often, if necessary, though better results can usually be obtained by calling at the office and talking personally with the employe, with whom an interview may be arranged provided reasonable notice is given.

WM. H. SCOVILLE, Commissioner Bureau of Labor Statistics.

The effect of thus advertising the fact that the public at large could be furnished with competent employes and that employment could be secured for efficient help, without charge, has been highly salutary and has also resulted in visible improvement in the quality or grade of help furnished and situations secured.

In each of the five offices every applicant for employment is required to file the following:

EMPLOYEE'S APPLICATION SLIP.

Name			
Address			
Kind of Work Desired			
No. Dependent	Age	S.	M.
Remarks			
Dept.		Date	

The letters "S" and "M" signify whether applicant is single or married.

Following the filing of the foregoing application for employment a further statement is required of the applicant and the record made upon a card bearing the following on its obverse face.

STATE OF CONNECTICUT		
Card No.		
Name		
Residence		
Telephone	T. U.	Color or Race
POSITION DESIRED		Age
		Conjugal Condition
		Home or Board
		Religion
		Unemployed
		Received by
		Date Received
		Date Filled
No. Dependents		
Experience	Y	M
Birthplace		
Wages or Salary		
Signature of Applicant		

The letters "T. U." inscribed on the card having reference to membership or non-membership of Trade Union. The letters "Y" and "M" applies to years and months of experience.

When obtainable, references are requested of the applicant and when given are placed upon the reverse side of the card shown above, together with the card number, name of employer and the date upon which the employe was sent out.

REFERENCES			
Employer's No.	Employer	Date Sent	

Following the course above outlined as regards the registration of applicants for employment it then becomes necessary to record the requirements of those desirous of securing help through the medium of the free employment bureaus. The method followed is fully set forth on the card, a copy of which is printed below and is self explanatory. The obverse side of the card reads:

The reverse of the card follows:

Reply to			
FURTHER PARTICULARS			
No. in Family No. in Service	Cooking Washing	Religion House	Apartment

In each instance when an applicant for employment is deemed by the office superintendent competent to fill the requirements of a person or firm having made application for help, the following introduction card is supplied and used for the purpose indicated:

State of Connecticut

FREE EMPLOYMENT BUREAU.

Telephone

.....19

To.....

.....
This will introduce
as an applicant for the position at your disposal.

Supt.

Employer please fill out blank below and return card by mail. If applicant is not engaged write in the word NOT.

The above-named applicant has.....been hired by

Name of Employer

Address.....

In the event of no response by return of card properly signed or otherwise the following "follow up" card is made use of:

State of Connecticut

FREE EMPLOYMENT BUREAU

Telephone

.....19

To the Employer:

In answer to your application for help we have sent person .

1. Did you employ any of them?
2. If so, whom?

3. If not, shall we continue to send applicants?

A prompt reply by telephone, letter or in person, is essential for the best results.

This office is maintained by the state and no fee is charged to those seeking or receiving its benefits.

Respectfully,

Superintendent.

For the completion and maintenance of a complete record of business transacted, the following card is used, filled out and filed in conformity with its provisions. This card is the principal and authoritative record of all positions filled and its obverse and reverse sides show its intent. By means of its use the name of the employer, the serial number, the kind of employment offered, the number of employees desired and the card number of the person or persons sent out can easily be ascertained. This completes a permanent record and the thorough work of the various offices exhibited.

(OVERSE.)

No. _____ State of Connecticut

FREE EMPLOYMENT BUREAU

Name

Address

Business

Kind of Work

Reply to:—

Telephone

Entered by

Date of Application and Number Wanted

--	--	--	--	--	--

(REVERSE.)

POSITIONS FILLED

Date	Number	Date	Number	Date	Number

A brief analysis of the tabulated statement which follows is not inappropriate.

During the one hundred and one months during which these offices have been in operation situations have been secured for 71,846 persons. Of these 26,585 were males and 45,261 were females.

The average number of situations secured for applicants for employment during the period named was, therefore, 711 per month, of which 263 were males and 448 females.

During the year last past, that of date ending November 30, 1909, the average number of situations secured was 790 per month, of which 317 were males and 473 females. As appears in the preceding paragraph the average number of situations secured for applicants for employment during the entire period considered was 711 per month while the number shown for the 1909 period is 790 per month or an increase of 11.1 per cent. over the average.

Comparison of the 1909 period with that of 1908, reveals the information that situations were secured for 8,101 persons during the last named period while in 1909, 9,483 persons were furnished employment. Thus it is seen that situations were secured for 382, or 4.7 per cent. more persons in 1909 than in 1908.

As has been the experience in past years more females than males have been furnished employment in the various offices.

During the 1909 period approximately 58 per cent. of the male and 73 per cent. of the female applicants for employment were supplied with situations; while 83 per cent. of all those applying were furnished with help.

The Hartford office supplied situations for 54.3 per cent. to males applying and 60.5 per cent. to females.

The Bridgeport office supplied situations for 60.9 per cent. of the males and 85.7 per cent. of the female applicants. The New Haven office supplied situations for 53.8 per cent. of the male and 64.6 per cent. of the female applicants. The Waterbury office supplied situations for 68.3 per cent. of the male

and 78.9 per cent. of the female applicants. The Norwich office supplied situations for 46.1 per cent. of the male and 85.2 per cent. of the female applicants. During the same period the Hartford office furnished help to 84.2 per cent. of all applying, Bridgeport office furnished help to 83.4 per cent.; New Haven office 81.9 per cent.; Waterbury 84.6 per cent.; and Norwich 75.9 per cent.

The number and location of private employment agencies licensed by this bureau and which are lawfully authorized to transact business in this state follows: Hartford, sixteen; New Haven, twelve; Bridgeport, eight; Stamford, five; three each in Meriden, South Norwalk and Waterbury; two in Norwalk; one each in Ansonia, Danbury, Greenwich and Norwich. A total of fifty-six against fifty-one in 1908, forty-one in 1907, the same number in 1906, forty-three in 1905, forty-four in 1904, and forty-seven in 1903.

The bureau has exercised strict supervision over the conduct of these offices and no complaint requiring prosecution under the statute regulating them has been brought to the attention of the department.

A statement in detail of the business transacted during the past year and since the establishment of the free offices follow:

REPORTS OF THE OFFICES.

HARTFORD, CONN., December 1, 1909.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Hartford Free Public Employment Bureau during the year ended November 30, 1909.

Very respectfully,

JORDAN C. WELLS, *Supl.*

HARTFORD.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1908.									
December	131	180	311	61	123	184	59	104	163
1909.									
January	108	180	288	53	143	196	49	121	170
February	116	158	274	58	114	172	52	96	148
March	213	241	454	112	174	286	102	148	250
April	318	276	594	186	205	391	176	171	347
May	245	250	495	159	167	326	135	138	273
June	284	261	545	166	218	384	147	168	315
July	220	222	442	150	131	281	138	104	242
August	234	180	414	151	146	297	135	101	236
September	268	207	475	162	192	354	152	140	292
October	227	121	348	141	125	266	129	86	215
November	209	111	320	136	101	237	123	69	192
Total (12 mos.) ...	2573	2387	4960	1535	1839	3374	1397	1444	2841

Of the male applicants for employment 54.3 per cent. were supplied with situations, against 48.4 per cent. during the year 1908.

Of the female applicants for employment 60.5 per cent. were supplied with situations against 54.7 per cent. during the year 1908.

Of all applicants for employment 57.3 per cent. were supplied with situations against 52.1 per cent. during the year 1908.

Of the total number applying 84.2 per cent. were furnished with help against 86.3 per cent. during the year 1908.

BRIDGEPORT, CONN., December 1, 1909.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Bridgeport Free Public Employment Bureau during the year ended November 30, 1909.

Very respectfully,

CHARLES KELLER, *Supt.*

BRIDGEPORT.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1908.									
December	57	132	189	38	141	179	36	115	151
1909.									
January	55	153	208	37	149	186	82	132	164
February	46	134	180	25	139	164	25	123	148
March	108	192	300	71	205	276	71	177	248
April	135	175	310	107	206	313	106	165	271
May	152	208	360	106	231	337	100	194	294
June	157	221	378	116	243	359	107	194	301
July	167	256	423	82	224	306	73	196	269
August	126	193	319	85	188	273	80	157	237
September	87	219	306	67	251	318	59	137	246
October	145	174	319	83	202	285	66	131	197
November	94	149	243	62	177	239	54	119	173
Total (12 mos.)	1329	2206	3535	879	2356	3235	809	1890	2699

Of the male applicants for employment 60.9 per cent. were supplied with situations against 68 per cent. during the year 1908.

Of the female applicants for employment 85.7 per cent. were supplied with situations against 82.4 per cent. during the year 1908.

Of all applicants for employment 76.8 per cent. were supplied with situations against 79.1 per cent. during the year 1908.

Of the total number applying 83.4 per cent. were furnished with help against 83.6 per cent. during the year 1908.

NEW HAVEN, December 1, 1909.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the New Haven Free Public Employment Bureau during the year ended November 30, 1909.

Very respectfully,

WALTER E. COMSTOCK, *Supt.*

NEW HAVEN.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1908.									
December	97	118	215	35	75	110	34	60	94
1909.									
January	91	102	193	50	75	125	48	61	109
February	91	107	198	59	65	124	52	58	110
March	96	119	215	45	97	142	39	82	121
April	99	108	207	52	91	143	49	79	128
May	117	138	255	84	112	196	75	86	161
June	154	120	274	118	115	233	111	90	201
July	158	121	274	107	122	229	98	99	197
August	111	116	227	81	104	185	69	83	142
September	101	130	231	64	118	182	53	92	145
October	111	117	228	87	90	177	54	67	121
November	119	102	221	66	71	137	49	46	95
Total (12 mos.)	1340	1398	2738	848	1135	1983	721	903	1624

Of the male applicants for employment 58.8 per cent. were supplied with situations against 45 per cent. during the year 1908.

Of the female applicants for employment 64.6 per cent. were supplied with situations against 68.5 per cent. during the year 1908.

Of all applicants for employment 59.3 per cent. were supplied with situations against 57.3 per cent. during the year 1908.

Of the total number applying 81.9 per cent. were furnished with help against 88.6 per cent. during the year 1908.

WATERBURY, CONN., December 1, 1909.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Waterbury Free Public Employment Bureau during the year ended November 30, 1909.

Very respectfully,

GEORGE C. MINOR, *Supt.*

WATERBURY.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1908.									
December	67	118	180	46	104	150	43	93	136
1909.									
January	63	145	208	40	133	173	39	116	155
February	60	116	176	36	108	144	35	91	126
March	85	134	219	57	128	185	53	108	161
April	96	126	222	80	122	202	72	99	171
May	87	124	211	70	130	200	65	99	164
June	106	140	246	86	131	217	80	112	192
July	84	130	214	70	119	189	62	104	166
August	76	137	213	66	120	186	60	108	163
September	93	139	232	73	142	215	62	109	171
October	114	123	237	85	131	216	76	91	167
November	97	101	198	56	122	178	55	80	135
Total (12 mos.)	1028	1528	2556	765	1490	2255	702	1205	1907

Of the male applicants for employment 68.3 per cent. were supplied with situations against 61.6 per cent. during the year 1908.

Of the female applicants for employment 78.9 per cent. were supplied with situations against 73.5 per cent. during the year 1908.

Of all applicants for employment 74.6 per cent. were supplied with situations against 69.4 per cent. during the year 1908.

Of the total number applying 84.6 per cent. were furnished with help against 90.9 per cent. during the year 1908.

NORWICH, CONN., December 1, 1909.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Norwich Free Public Employment Bureau during the year ended November 30, 1909.

Very respectfully,

STEPHEN H. REEVES, *Supt.*

NORWICH.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1908.									
December	26	25	51	14	21	35	14	21	35
1909.									
January	21	22	43	11	20	31	11	19	30
February	18	20	38	7	24	31	7	20	27
March	22	33	55	14	32	46	11	30	41
April	18	27	45	12	31	43	12	25	37
May	24	23	47	22	33	55	16	23	39
June	52	21	73	35	20	55	30	19	49
July	25	23	48	20	23	43	17	21	38
August	47	25	72	37	23	60	10	19	29
September	36	19	55	30	20	50	26	14	40
October	70	21	91	34	28	62	13	10	23
November	28	18	46	14	23	37	9	15	24
Total (12 mos.)	382	277	659	250	298	548	176	236	412

Of the male applicants for employment 46.1 per cent. were supplied with situations against 36.9 per cent. during the year 1908.

Of the female applicants for employment 85.2 per cent. were supplied with situations against 83.8 per cent. during the year 1908.

Of all applicants for employment 62.5 per cent. were supplied with situations against 62.7 per cent. during the year 1908.

Of the total number applying 75.9 per cent. were furnished with help against 83.2 per cent. during the year 1908.

RESULT OF OPERATION OF FIVE OFFICES FOR YEAR ENDED NOVEMBER 30, 1909.

	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Hartford	2,573	2,387	4,960	1,535	1,839	3,374	1,397	1,444	2,841
Bridgeport	1,329	2,206	3,535	879	2,856	3,235	809	1,890	2,699
New Haven	1,840	1,398	2,788	848	1,135	1,983	721	908	1,624
Waterbury	1,028	1,528	2,556	765	1,490	2,255	702	1,205	1,907
Norwich	382	277	659	250	298	548	176	236	412
Total	6,652	7,796	14,448	4,277	7,118	11,395	3,805	5,678	9,483

Of the male applicants for employment 57.2 per cent. were supplied with situations against 51.9 per cent. during the year 1908.

Of the female applicants for employment 72.8 per cent. were supplied with situations against 69.6 per cent. during the year 1908.

Of all applicants for employment 65.6 per cent. were supplied with situations against 62.9 per cent. during the year 1908.

Of the total number applying 83.2 per cent. were furnished with help against 83.2 per cent. during the year 1908.

GRAND TOTAL OF FIVE OFFICES FOR 101 MONTHS.

	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Hartford	19,847	18,267	38,114	11,999	16,226	28,225	10,953	12,154	23,107
Bridgeport	7,428	18,565	25,993	6,087	19,160	25,197	5,306	14,871	20,177
New Haven	11,524	10,864	22,388	5,490	9,455	14,945	4,996	7,537	12,533
Waterbury	6,218	10,781	16,999	4,515	10,804	15,319	4,178	8,807	12,785
Norwich	2,519	2,562	5,081	1,203	2,709	3,912	1,152	2,092	3,244
Total	47,536	61,089	108,575	29,244	58,354	87,598	26,535	45,261	71,846

Since July 1, 1901, when the offices were first instituted, situations have been secured for 55.9 per cent. of the male, 74.2 per cent. of the female, and 66.2 per cent. of all applicants for employment.

During the same period help has been furnished to 82 per cent. of all applicants for the same.

DETAILED STATEMENT BY OCCUPATION.

SITUATIONS SECURED—ALL OFFICES.

OCCUPATION—MALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
Apprentices,	1	..	..	..	4	Kitchen Men,	27	11	58	..	..
Assemblers,	3	..	..	..	6	Knife Grinders,	..	..	..	..	1
Bakers,	..	..	..	1	..	Laborers,	178	123	311	50	40
Bellboys,	..	7	31	..	1	Lathers,	..	..	..	1	..
Blacksmiths,	2	2	..	3	..	Lathe Hands,	..	..	..	..	6
Boys,	19	8	1	1	5	Loom Fixers,	..	..	..	..	1
Bookkeepers,	4	..	..	..	1	Machinists,	45	38	3	9	15
Brass Molders,	2	..	..	2	..	Machine Hands,	15	..	..	23	13
Brass Polishers,	..	..	..	1	2	Masons,	2	..	..	..	..
Brass Spinners,	..	..	..	1	..	Meat Cutter,	1	..	..	1	..
Brass Turners,	..	..	..	..	1	Milkmen,	..	..	..	1	..
Broommakers,	1	..	..	..	..	Millwrights,	..	..	..	1	1
Buffers,	..	..	..	6	..	Miscellaneous,	30	34	..	..	1
Butcher,	..	..	..	1	..	Motormen,	1	..	..	..	..
Butler,	6	..	..	2	..	Nurses,	1	..	..	..	..
Cabinet Makers,	2	..	..	..	..	Office Work,	1	..	..	..	..
Canvassers,	15	..	3	..	5	Organ Builders,	2	..	..	..	..
Carpenters,	8	1	..	11	..	Painters,	12	7	..	5	..
Caretakers,	..	..	..	..	2	Plane Hands,	..	..	..	..	3
Chauffeurs,	1	..	..	1	..	Plumbers,	2	..	..	1	..
Chefs,	4	1	..	6	..	Polishers,	1	..	..	..	1
Clerks,	13	1	1	6	2	Porters,	15	9	25	12	4
Coachmen,	4	6	2	..	6	Press Hands,	..	..	..	..	4
Conductors,	2	..	..	..	..	Printers,	3	..	..	2	..
Cooks,	14	31	60	13	2	Salesmen,	..	1	..	1	1
Core Makers,	..	..	..	1	..	Shoemakers,	..	..	..	..	1
Day Workers,	23	69	..	..	2	Shop Hands,	22	62	..	243	1
Demonstrators,	..	..	2	..	..	Stenographers,	2	..	..	..	..
Die Setters,	..	..	..	1	..	Store Hands,	3	..	..	..	..
Dish Washers,	..	..	9	18	..	Tailors,	..	..	..	1	..
Draughtsmen,	1	..	..	..	..	Teamsters,	..	7	3	68	4
Dresser Tender,	..	..	..	..	1	Tobacco Hands,	128	..	..	..	..
Drivers,	76	..	21	..	..	Tool Makers,	..	18	..	33	3
Electricians,	1	..	..	1	..	Tool Setters,	..	..	..	2	..
Elevator Men,	1	2	..	1	2	Tube Drawers,	..	..	..	1	..
Engineers,	9	..	..	3	1	Walters,	14	4	..	5	3
Farm Hands,	572	330	167	143	23	Watchmen,	3	..	..	..	..
Firemen,	8	4	1	3	..	Wood Choppers,	..	..	..	..	1
Gardeners,	59	25	4	4	..	Wood Finishers,	..	..	..	2	..
Hospital Orderlies,	4	2	4	..	1	Wood Sawyers,	3	..	..	..	..
Hostlers,	16	..	6	3	..	Wood Turners,	..	..	..	1	..
Hotel Workers,	..	..	..	1	..						
Iron Workers,	6	..	..	..	..						
Janitors,	6	1	3	5	..						
							1397	809	721	702	176

DETAILED STATEMENT BY OCCUPATION.

SITUATIONS SECURED—ALL OFFICES.

OCCUPATION—FEMALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
Attend'ts for child'n, 3	..	..	..	..	..	Miscellaneous,	4	26	..	..	1
Bookbinders,	1	..	..	..	..	Nurses,	33	7	..	1	1
Canvassers,	2	..	..	1	5	Nurse Girls,	34	47	..	49	5
Chambermaids,	..	56	78	15	5	Office Work,	4	..	..	..	..
Clerks,	14	..	..	..	..	Pantry Maids,	2	..	..	1	..
Companions,	..	..	..	..	1	Salesladies,	..	..	..	..	1
Compositors,	1	..	..	..	..	Seamstresses,	13	2	..	..	..
Cooks,	78	155	66	69	11	Second Girls,	71	73	..	41	3
Dayworkers,	77	235	..	414	7	Scrub Women,	108	27	..	..	20
Demonstrators,	..	..	..	..	1	Shop Hands,	71	65	4	44	..
Dishwashers,	..	..	8	..	7	Stenographers,	2	..	..	..	..
Dressmakers,	..	..	..	..	1	Store Work,	4	..	..	..	..
Gen'l Housework,	478	722	642	437	90	Tobacco Hands,	7	..	..	..	..
Housekeepers,	34	14	..	38	2	Waitresses,	131	157	89	60	6
Kitchen Help,	112	87	53	17	3	Washerwomen,	11	30	..	..	2
Ladies' Maids,	..	..	..	1	..		—	—	—	—	—
Laundresses,	153	137	68	17	59						
Matrons,	2	..	..	..	..						
							1444	1890	903	1205	236

DETAILED STATEMENT BY NATIONALITIES.

SITUATIONS SECURED—ALL OFFICES.

NATIONALITY—MALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
American,	722	802	236	166	134	Italian,	41	3	2	29	8
Armenian,	1	..	..	3	..	Jewish,	10	..	5	18	2
Austrian,	5	..	..	4	..	Lithuanian,	39	27	..	35	..
Belgian,	..	..	..	10	..	Norwegian,	2	..	..	..	..
Bohemian,	2	..	..	..	..	Polish,	170	91	132	29	11
Canadian,	7	..	..	..	5	Portuguese,	..	..	..	1	..
Colored (Amer.),	24	..	15	27	..	Russian,	9	..	..	11	1
Danish,	2	10	..	..	..	Scotch,	6	2	..	5	1
English,	28	..	..	11	7	Slavonian,	..	2	..	1	..
Finland,	1	..	..	..	..	Spanish,	2	..	..	1	..
French,	12	..	..	54	..	Swedish,	70	22	7	18	1
German,	84	21	30	59	9	Swiss,	8	..	..	..	..
Greek,	1	..	..	1	1	Syrian,	2	..	..	1	..
Hungarian,	..	72	..	..	..		—	—	—	—	—
Irish,	154	257	294	218	1		1397	809	721	702	176

DETAILED STATEMENT BY NATIONALITIES.

SITUATIONS SECURED—ALL OFFICES.

NATIONALITY—FEMALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
American,	722	618	250	150	141	Jewish,	3	..	..	1	..
Austrian,	1	..	..	2	..	Lithuanian,	50	34	..	33	..
Bohemian,	..	..	..	1	..	Newfoundland,	..	..	..	7	..
Canadian,	6	..	..	..	2	Norwegian,	5	..	..	1	..
Colored (Amer.),	60	116	35	10	24	Polish,	129	171	80	33	3
Danish,	2	..	..	1	..	Russian,	3	..	..	6	..
English,	18	1	..	23	2	Scotch,	12	..	..	42	..
French,	36	..	..	14	..	Slavonian,	..	15	..	2	..
German,	79	114	38	105	10	Swedish,	34	114	22	27	4
Greek,	..	..	..	2	..	Syrian,	..	..	..	1	..
Hungarian,	2	83	..	..	..		—	—	—	—	—
Irish,	279	624	478	732	50		1444	1890	908	1205	236
Italian,	3	..	..	7	..						

DIRECTORY OF LABOR ORGANIZATIONS.

In the list of labor organizations herein presented, will be found included a list containing the names of national and international organizations, in addition to the usual classification of state, district and local unions.

The total number of unions classified as local organizations which were found to be in active existence in the state was four hundred and seventy-eight. The number styled as "State and District Organizations" was fifteen. There were, therefore, four hundred and ninety-three separate and distinct trade unions or labor organizations within the state at the time the data contained in this bulletin became available for compilation.

The number of unions, location of the same, and a classification by towns follows:

Ansonia	7	Meriden	25
Baltic (Sprague)	3	Middletown	11
Bethel	4	Moosup (Plainfield) ...	1
Branford	3	Naugatuck	2
Bridgeport	34	New Britain	18
Bristol	8	New Canaan	3
Danbury	26	New Haven	56
Danielson (Killingly) ..	3	New London	18
Derby	10	New Milford	2
East Hartford	2	Northfield (Litchfield).	1
Fairfield	1	Norwalk and South Nor-	
Farmington	1	walk	20
Greenwich	6	Norwich	23
Hartford	65	Oneco (Sterling)	1
Hotchkissville (Wood-		Plainfield	1
bury)	2	Putnam	3
Jewett City (Griswold)	1	Rockville (Vernon)	3
Long Hill (Trumbull)	1	Ridgefield	5
Manchester	3	Roxbury	1

Seymour	1	Torrington	7
Shelton (Huntington)..	2	Unionville (Farmington) 3	
Southington	3	Wallingford	6
Stafford Springs (Stafford)	1	Waterbury	30
Stamford	18	Waterford	1
Stonington	1	Willimantic (Windham) 12	
Stony Creek (Branford) 1		Winsted (Winchester)..	5
Stratford	1		
Suffield	1		478
Taftville (Norwich) ...	1	State and District Organizations	15
Tariffville (Simsbury)..	1		
Thomaston	1		493
Thompsonville (Enfield) 8			

NATIONAL AND INTERNATIONAL ORGANIZATIONS.

- Actors' National Protective Union of America, Lew Morton, Nat. S., 8 Union Sq., New York, N. Y.
- American Federation of Labor, Frank Morrison, S., 801-809 G, N. W., Washington, D. C.
- Bakery and Confectionery Workers' International Union of America. Otto E. Fischer, Int. S., 212 Bush Temple, Chicago, Ill.
- Barbers' International Union of America, Journeymen, Jacob Fisher, Gen. S. T., 222 E. Michigan, Indianapolis, Ind.
- Bartenders' International League. See Hotel and Restaurant Employees' International Alliance.
- Bill Posters and Billers of America, International Alliance of, William McCarthy, Int. S., 1493-1505 Broadway, New York, N. Y.
- Blacksmiths and Helpers, International Brotherhood of, Charles N. Glover, Gen. S. T., 570-585 Monon Bldg., Chicago, Ill.
- Boiler Makers, Iron Ship Builders, and Helpers of America, International Brotherhood of, William J. Gilthorpe, Int. S. T., 7-12 Law Bldg., Kansas City, Kans.
- Bookbinders, International Brotherhood of, James W. Dougherty, Int. S. T., 132 Nassau, New York, N. Y.
- Boot and Shoe Workers' Union, C. L. Baine, Gen. S. T., 246 Summer, Boston, Mass.; Tel. Main 1799.
- Brewery Workmen of America, International Union of the United, Adam Huebner, S. T., Vine and Calhoun, Cincinnati, Ohio.
- Bricklayers' and Masons' International Union of America, William Dobson, S., 710 Odd Fellows Bldg., Indianapolis, Ind.
- Bridge and Structural Iron Workers, International Association of, J. J. McNamara, S. T., 422-424 American Central Life Bldg., Indianapolis, Ind.

- Building Laborers' International Protective Union of America, S. P. Johnson, Gen. S., 2326 E. Eighth, Los Angeles, Cal.
- Building Trades Department, American Federation of Labor. Wm. J. Spencer, S. T., 413 Ouray Bldg., Washington, D. C.
- Cap Makers of North America, United Cloth Hat and, Max Zuckerman, Gen. S., 62 E. Fourth, New York, N. Y.
- Car Workers, International Association of, G. W. Gibson, Grand S. T., 1205-6 Star Bldg., 356 Dearborn, Chicago, Ill.
- Card Machine Operators' Union of America, Albert H. Silvester, Gen. S., 14 Montague, Worcester, Mass.
- Card Room Operatives of America, Amalgamated, Thomas W. Keleher, S., 215 Coffin Av., New Bedford, Mass.
- Carpenters' and Joiners', Amalgamated Society of, Thomas Atkinson, U. S. Dist. S., 332 E. Ninety-third, New York, N. Y.
- Carpenters and Joiners of America, United Brotherhood of, Frank Duffy, Gen. S., Box 187, Indianapolis, Ind.
- Carriage and Wagon Workers' International Union of North America, John H. Brinkman, S. T., 520 Sixth, N. W., Washington, D. C.
- Cement Workers, American Brotherhood of, Henry J. Ullner, Gen. S. T., Room 214, Mechanics Bank Bldg., Market and Mason, San Francisco, Cal.
- Chandelier, Brass, and Metal Workers of North America, Brotherhood of, Thomas H. Patterson, C. S., 245 Linden, Brooklyn, N. Y.
- Cigar Makers' International Union of America, G. W. Perkins, Int. Pres., 810 Monon Bldg., Chicago, Ill.
- Commercial Telegraphers Union of America, The, Wesley Russell, Gen. S. T., 930 Monon Bldg., Chicago, Ill.
- Coopers' International Union of North America, J. A. Cable, Int. S. T., Board of Trade Bldg., Kansas City, Kans.
- Cutting Die and Cutter Makers, International Union of, Harry Reiser, 616 Sixth Ave., New York, N. Y.
- Elastic Goring Weavers' Amalgamated Association of the United States, Alfred Houghton, Gen. S., 50 Cherry, Brockton, Mass.
- Electrical Workers, International Brotherhood of, Peter W. Collins, Gr. S., Pierik Bldg., Springfield, Ill.
- Elevator Constructors, International Union of, William Young, S. T., 1952 N. Nineteenth, Philadelphia, Pa.
- Engineers and Machinists, Amalgamated Society of, William Delahay, S., American and Canadian Council, 74 Lafayette, New York, N. Y.
- Foundry Employees, International Brotherhood of, George Bechtold, S. T., 200 S. Broadway, St. Louis, Mo.
- Freight Handlers and Railway Clerks' International Union, Interior, J. J. Flynn, Int. S. T., 210-212 S. Halsted, Chicago, Ill.
- Garment Workers of America, United, B. A. Larger, Gen. S., 117 Bible House, New York, N. Y.
- Garment Workers' Union, International Ladies, John A. Dyche, Gen. S. T., 25-27 Third Ave., New York, N. Y.

- Glass Workers' International Association of America, Amalgamated, William Figolah, Gen. S., 55 N. Clark, Chicago, Ill.
- Glass Workers' Union, American Flint, William P. Clarke, S., 929 Ohio Bldg., Toledo, Ohio.
- Granite Cutters' International Association of America, The, James Duncan, Int. S. T., Hancock Bldg., Quincy, Mass.; Tel. Quincy 209.
- Hatters of North America, United, Martin Lawlor, S., 11 Waverly Pl., New York, N. Y.
- Hod Carriers' and Building Laborers' Union of America, International, Ernest Villard, Gen. S. T., Box 266, Elmira, N. Y.
- Horseshoers of the United States and Canada, International Union of the Journeymen, Rody Kenehan, S. T., 1548 Wazee, Denver, Colo.
- Hotel and Restaurant Employees' International Alliance and Bartenders International League of America, Jere L. Sullivan, S. T., Commercial Tribune Bldg., Cincinnati, Ohio.
- Industrial Workers of the World, Vincent St. John, Gen. S. T., 310 Bush Temple, Chicago, Ill.
- Insulators and Asbestos Workers of America, National Association of Heat, Frost, General, P. G. Jessen, Gen. S. T., 320 S. Garrison Ave., St. Louis, Mo.
- Jewelry Workers' Union of America, International, William F. Schade, Gen. S., Box 141, Philadelphia, Pa.
- Knights of Labor, J. Frank O'Meara, S., Bliss Bldg., Washington, D. C.
- Lathers' International Union, Wood, Wire, and Metal, Ralph V. Brandt, Gen. S. T., 401 Superior Bldg., Cleveland, Ohio.
- Laundry Workers' International Union, Shirt Waist and, John J. Manning, Gen. S. T., Box 11, Sta. 1, Troy, N. Y.
- Leather Workers on Horse Goods, United Brotherhood of, John J. Pfeiffer, Gen. S. T., 210 Postal Bldg., Kansas City, Mo.
- Leather Workers Union of America, Amalgamated, F. Victor Turnquist, S., 125 Fifth Ave., Lowell, Mass.
- Lithographers' International Protective and Beneficial Association of the United States and Canada, John Treanor, S., 419 Pacific, Brooklyn, N. Y.
- Locomotive Engineers, Brotherhood of, William B. Prenter, First Grand Engineer, 306 Society for Savings, Cleveland, Ohio.
- Locomotive Firemen and Enginemen, Brotherhood of, A. H. Hawley, Gen. S. T., Peoria, Ill.
- Loomfixers' National Association, John J. Purcell, Nat. S., 1631 Acushnet Ave., New Bedford, Mass.
- Machinists, International Association of, George Preston, Gen. S. T., 404 McGill Bldg., Washington, D. C.
- Maintenance of Way Employees, International Brotherhood of, Samuel J. Pegg, Grand S. T., Vanol Bldg., St. Louis, Mo.
- Marble Workers, International Association of, Stephen C. Hogan, Gen. S. T., 711 Eagle Ave., New York, N. Y.

- Meat Cutters and Butcher Workmen of North America, Amalgamated,**
Homer D. Call, S. T., 801 Cortland Ave., Syracuse, N. Y.
- Metal Polishers', Buffers', Platers', Brass Molders', Brass and Silver Workers' Union of North America,** Charles R. Atherton, Gen. S., 408 Neave Bldg., Cincinnati, Ohio.
- Metal Trades Department, American Federation of Labor,** A. J. Berres, S. T., 513 Ouray Bldg., Washington, D. C.
- Molders' Union of North America, International,** E. J. Denney, 530 Walnut, Cincinnati, Ohio.
- Musicians, American Federation of,** Owen Miller, S., 3535 Pine, St. Louis, Mo.
- Navy Yards, Naval Stations, Arsenals, and Gun Factories of the United States, National League of Employes of,** George L. Cain, Nat. Pres., 181 Franklin, Lynn, Mass.
- Painters, Decorators, and Paperhangers of America, Brotherhood of,** J. C. Skemp, Gen. S. T., Box 199, Lafayette, Ind.
- Paper Makers, International Brotherhood of,** J. T. Carey, Int. Pres., 22 Smith Bldg., Watertown, N. Y.
- Pattern Makers' League of North America,** James Wilson, S. T., 403 Neave Bldg., Cincinnati, Ohio.
- Pavers, Rammermen, Flag Layers, Bridge and Stone Curb Setters, International Union of,** John E. Pritchard, Gen. S., 25 Third Ave., New York, N. Y.
- Paving Cutters' Union of the United States of America and Canada,** John Sheret, Gen. S., L. B. 116, Albion, N. Y.
- Photo-Engravers' Union of North America, International,** Louis A. Schwarz, S. T., 228 Apsley, Philadelphia, Pa.
- Piano, Organ, and Musical Instrument Workers' International Union of America,** Charles Dodd, Int. Pres., 40 Seminary Av., Chicago, Ill.
- Plasterers' International Association of the United States and Canada, Operative,** Joseph McIlveen, S. T., 2909 Wylie Ave., Pittsburg, Pa.
- Plumbers, Gas Fitters, Steam Fitters and Steam Fitters' Helpers of the United States and Canada, United Association of Journeymen,** John M. Love, Gen. S. T., 401-406 Bush Temple of Music, Chicago, Ill.
- Printing Pressmen's and Assistants' Union of North America, International,** Patrick J. McMullen, S. T., 802-805 Lyric Theatre Bldg., Cincinnati, Ohio.
- Pulp, Sulphate, and Paper Mill Workers, International Brotherhood of** John H. Malin, Int. Pres., Fort Edward, N. Y.
- Quarry Workers' International Union of North America,** P. F. McCarthy, S. T., Scampini Bldg., Barre, Vt.
- Railroad Employes' Department, American Federation of Labor,** D. W. Roderick, S. T., 92 LaSalle, Chicago, Ill.
- Railroad Employes, International Brotherhood of,** Robert P. Neil, Int. Gr. Pres., 2 Park Sq., Boston, Mass.

- Railroad Station Agents, Order of, W. D. Carleton, Grand S., North Plymouth, Mass.
- Railroad Station Employes, Brotherhood of, Byron B. Small, S., 343 Commercial, Portland, Me.; P. J. Coyle, Gr. Pres., 23 Knowlton, Somerville, Mass.
- Railroad Telegraphers, The Order of, L. W. Quick, Grand S. T., Star Bldg., St. Louis, Mo.
- Railroad Trainmen, Brotherhood of, A. E. King, Gen. S. T., American Trust Bldg., Cleveland, Ohio.
- Railway Carmen of America, Brotherhood of, E. William Weeks, Grand S. T., 507 Hall Bldg., Kansas City, Mo.
- Railway Clerks, Brotherhood of, R. E. Fisher, Gr. S. T., 310 Kansas City Life Bldg., Kansas City, Mo.
- Railway Clerks, Order of, W. G. Bowen, Grand S. T., 9 Ralph, Lowell, Mass.
- Railway Conductors of America, Order of, W. J. Maxwell, Gr. S. T., Cedar Rapids, Ia.
- Railway Signalmen of America, Brotherhood of, H. C. Dunn, Grand S. T., 8 Belle Ave., Lewiston, Pa.
- Retail Clerks' International Protective Association, H. J. Conway, Int. S. T., Box 1581, Denver, Colo.
- Saw Smiths' Union of North America, F. E. Kingsley, S. T., 1145 N. Beville Ave., Indianapolis, Ind.
- Seamen's Union of America, International, William H. Frazier, S. T., 1½ Lewis, Boston, Mass.
- Sheet Metal Workers' International Alliance, Amalgamated, John E. Bray, Gen. S. T., 325 Nelson Bldg., Kansas City, Mo.
- Shoe Workers of America, United, M. J. Tracey, Gen. S. T., 34 Andrew St., Lynn, Mass.
- Slate and Tile Roofers' Union of America, International, William W. Clark, Gen. S. T., Box 192, E. St. Louis, Ill.
- Spinners' Union, International, Samuel Ross, Gen. S., 602 Cottage, New Bedford, Mass.
- State, City and Town Employes, National Federation of, James A. Gorman, Nat. S., Fenway Post-office, Boston, Mass.
- Stationary Engineers, National Association of, Fred W. Raven, Nat. S., Como Bldg., 323 Dearborn, Chicago, Ill.
- Stationary Firemen, International Brotherhood of, C. L. Shamp, Int. S. T., 2502 N. Eighteenth, Omaha, Neb.
- Steam Engineers, International Union of, Robert A. McKee, Gen. S. T., 606 Main, Peoria, Ill.
- Steam, Hot Water and Power Pipe Fitters and Helpers, International Association of, W. F. Costello, S. T., Poli Bldg., New Haven, Conn.
- Steam Shovel and Dredgmen, International Brotherhood of, T. J. Dolan, S. T., 134 Monroe, Chicago, Ill.
- Steel and Copper Plate Printers' Union of North America, International, T. L. Mahan, S. T., 319 S. N. E., Washington, D. C.

- Stereotypers' and Electrotypers' Union, International, George W. Williams, S. T., 665 Massachusetts Ave., Boston, Mass.
- Stone Cutters' Association of North America, Journeymen, James F. McHugh, S. T., 520 Sixth, N. W., Washington, D. C.
- Stove Mounters and Steel Range Workers' International Union, J. H. Kaefer, S. T., 166 Concord Ave., Detroit, Mich.
- Street and Electric Railway Employees of America, Amalgamated Association of, W. D. Mahon, Int. S., 603 Hodges Bldg., Detroit, Mich.
- Switchmen's Union of North America, M. R. Welch, Grand S. T., 324-326 Brisbane Bldg., Buffalo, N. Y.
- Table Knife Grinders' National Union of North America, John F. Gleason, Nat. S., 82 Chestnut, Bristol, Conn.
- Tailors' Union of America, Journeymen, John B. Lennon, Gen. S., Box 597, Bloomington, Ill.
- Teamsters, International Brotherhood of, Thomas L. Hughes, Gen. S., 222 E. Michigan, Indianapolis, Ind.
- Textile Workers of America, United, Albert Hibbert, Gen. S. T., Box 742, Fall River, Mass.
- Theatrical Stage Employees' International Alliance, Lee M. Hart, Gen. S. T., State Hotel, Chicago, Ill.
- Tile Layers' and Helpers' Union, International Ceramic, Mosaic, and Encaustic, James P. Reynolds, S. T., Harmony, Pa.
- Travelers' Goods and Leather Novelty Workers' International Union of America, Murt Malone, S. T., 240 Jefferson avenue, Oshkosh, Wis.
- Typographical Union, International, J. W. Hays, S. T., 640-650 Newton Claypool Bldg., Indianapolis, Ind.
- Union Label Trades Department, American Federation of Labor, Thomas F. Tracy, S. T., 711 Ouray Bldg., Washington, D. C.
- Upholsterers' International Union of North America, James H. Hatch, Pres., 145 E. Fifty-third, New York, N. Y.
- Weavers, National Federation of, James Whitehead, S. T., 1188 Globe, Fall River, Mass.
- Wire Weavers' Protective Association, American, E. E. Desmond, S. T., 184 St. Nicholas Ave., Brooklyn, N. Y.
- Wood Carvers' Association of North America, International, Thomas J. Lodge, Gen. S., 10 Carlisle, Roxbury, Mass.
- Woodworkers' International Union of America, Amalgamated, John G. Meller, Gen. S., 307 Bush Temple of Music, Chicago, Ill.
- Woolsorters' and Graders' Association of the United States, National, J. Edward Ellis, Na. S., 56 Centre, Methuen, Mass.

STATE AND DISTRICT ORGANIZATIONS.

- Barbers' Protective Association, Herman Haupt, 65 Center street, New Haven, Conn.

- Blacksmiths' and Helpers' District Council, No. 8, International Brotherhood of (N. Y., N. H. & H. R. R.), Alexander Wilson, 39 Arthur street, New Haven, Conn.
- Bricklayers', Masons' and Plasterers' State Conference, Philip G. McDermott, 108 Adeline street, New Haven, Conn.
- Car Workers' Trades Council of the New York, New Haven and Hartford System, Frank Gannon, 112 Union avenue, West Haven, Conn.
- Carpenters' and Joiners' State Council, Alex Murphy, 10 Spring street, New London, Conn.
- Connecticut Association of Journeymen Plumbers, Gas and Steam Fitters, Claude J. Leroux, 65 Glen street, New Britain, Conn.
- Connecticut District Lodge of Machinists, No. 22, J. Lovell, 55 No. Cliff street, Ansonia, Conn.
- Connecticut Federation of Labor, P. H. Connolley, 194 Main street, Danbury, Conn.
- Electrical Workers, New England District Council, Charles W. Hanscom, 3 Edwards street, Quincy, Mass.
- Molders' Union, International New England Conference, Board of, Frank J. McGee, Box 743, Worcester, Mass.
- Painters', Decorators' and Paper Hangers' State Conference, James J. Dunn, Box 897, Hartford, Conn.
- Printing Trades, New England Allied, Patrick H. McMahon, Box 296, North Adams, Mass.
- Retail Clerks' International Protective Association, New England District Organization, No. 2, Frank J. Kiernan, 427 Saratoga street, East Boston, Mass.
- Sheet Metal Workers, N. E. District Council of, W. H. Partridge, P. O. Box 480, Hartford, Conn.
- Wire Weavers' Benevolent and Protective Association, Eastern Division, J. C. Bryson, 49 Pomona street, Springfield, Mass.

LOCAL UNIONS.

ANSONIA.

- Bakers' Union, No. 138, Adam Bauer, 946 Howe avenue, Shelton, Conn.
- Bricklayers' Union, No. 15, B. B. Irving, 61 Franklin street.
- Cigar Makers' Union, No. 103, J. Zeigler, 18 Clifton avenue.
- Iron Molders' Union, No. 71, Edward Bleakley, 23 Clarkson street.
- Machinists' Lodge, No. 362, J. Ashelford, 14 Clarkson street.
- Musicians' Union, No. 113, H. H. Jordan, P. O. Box 167.
- Pattern Makers' Association E. A. Jacobs, P. O. Box 74.

BALTIC (Sprague).

- Loom Fixers' Union, No. 21, John Dickerson, Box 202.
- Spinners' Union, Chas. B. Barnes, P. O. Box 81, Baltic, Conn.
- Weavers' Union, No. 338, William Rideout, Box 142.

BETHEL.

Hat Finishers' Association, No. 2, William P. Bailey, P. O. Box 243.
 Hat Makers' Association, No. 1, Charles O. Lathrop, P. O. Box 385.
 Hat Trimmers' Union, No. 300, Mrs. Edward Treadwell, 72 South street.
 Team Drivers' Union, No. 345, Samuel Hanna, Elizabeth street.

BRANFORD.

Bartenders' Union, No. 529, Arthur McGowan, East Main street.
 Carpenters' and Joiners' Union, No. 995, Hugh McGowan, P. O. Box 642.
 Iron Molders' Union, No. 82, William Hinchy, 15 Ivy street.

BRIDGEPORT.

Bakers' Union, No. 38, Val Berberich, 551 Shelton street.
 Barbers' Union, No. 288, D. J. O'Connor, Eagle Hall, Madison avenue.
 Bartenders' Union, No. 256, John M. Sears, 868 Broad street.
 Brewers' Union, No. 40, Carl Lang, 271 Lindley street.
 Bricklayers' and Plasterers' Union, No. 2, D. McPadden, 73 Steuben street.
 Building Laborers' Union, No. 9, Michael McGee, 408 Benham avenue.
 Carpenters' and Joiners' Union, No. 115, Ernest Elmendorf, 67 Park street.
 Central Labor Union, John J. O'Neill, 173 Cannon street.
 Cigar Makers' Union, No. 282, George Englehard, 80 Edwin street.
 Electrical Workers' Union, No. 521, F. Anderson, P. O. Box 887.
 Granite Cutters' Union, E. F. Decatur, P. O. Box 770.
 Iron Molders' Union, No. 110, Joseph L. Klein, 91 Arch street.
 Machinists' and Tool Makers' Lodge, No. 30, E. Priestley, 271 Sixth street.
 Machinists' Lodge, No. 747, Joseph P. McCann, 34 Summer street.
 Meat Cutters' Union, No. 238, John Sattig, 307 Water street.
 Musical Protective Union, No. 63, W. J. Dixon, 483 Arcle street.
 Painters' and Decorators' Union, No. 109, A. J. McKeon, P. O. Box 914.
 Pattern Makers' Association, R. W. Barrows, 581 Colorado avenue.
 Plumbers', Steam and Gas Fitters' Union, No. 173, Thomas H. Burns, 1018 Norman street.
 Pocket Knife Grinders' and Finishers' Union, No. 1, F. A. Didsbury, 508 Brook street.
 Polishers' and Buffers' Union, No. 40, Harry Howard, 587 Warren street.
 Printing Pressmen's Union, No. 175, A. M. Livermore, 73 Clifford street.
 Railroad Trainmen's Lodge, No. 111, Robert A. Shaw, 368 Broad street.
 Retail Clerks' Union, No. 451, John F. McDonough, 64 James street.
 Sheet Metal Workers' Union, No. 114, Otto Bahn, 2628 North avenue.

Slate and Tile Roofers' Union, No. 6, Jasper McLevy, 1313 North avenue.
 Steam Fitters' Union, No. 66, Joseph Kiely, 133 Main street.
 Stone Masons' Union, No. 4, Richard Batton, 387 Jane street.
 Street Railway Employees' Union, No. 459, Thomas McLean, 527 Central avenue.
 Structural Building Trades Alliance, James J. Dunn, 465 Lafayette street.
 Switch and Signalmen's Union, No. 11867, L. A. Hemmingway, 444 Central avenue.
 Theatrical Stage Employees' Union, No. 109, W. B. Jackson, P. O. Box 568.
 Typographical Union, No. 252, P. W. Pulver, 806 Broad street.
 Wood, Wire and Metal Lathers' Union, No. 23, Henry McCarthy, 878 Main street.

BRISTOL.

Building Laborers' Union, F. Formagioni, 3 Root Island.
 Bricklayers', Masons' and Plasterers' Union, No. 25, Henry Gosselin, 27 Divinity street.
 Carpenters' and Joiners' Union, No. 952, C. H. Peck, 323 Summer street.
 Musicians' Union, No. 432, F. H. Steele.
 Painters', Paperhangers' and Decorators' Union, No. 663, Thomas Younger, 27 Summer street.
 Plumbers' Union, No. 410, F. J. Mashin, 131 Laurel street.
 Sheet Metal Workers' Union, No. 308, F. C. Stark, High street.
 Table Knife Grinders' Union, No. 18, John Gleason, Bristol, Conn.

DANBURY.

Bakers' Union, No. 193, Charles Steinhart, 65½ West street.
 Barbers' Union, No. 175, William Dittmar, 10 Elm street.
 Bartenders' Union, No. 255, William Mountain, 94 White street.
 Bootblacks' Protective Union, No. 11623, G. Vigno, 287 Main street.
 Boot and Shoe Workers' Union, No. 323, Toney Ponlicelli, 11 Griffin avenue.
 Bricklayers', Masons' and Plasterers' Union, No. 22, Charles Johnson, R. F. D., No. 19, Box 16.
 Building Laborers' Union, No. 10, Joe Larese, 2 Marcus avenue.
 Carpenters' and Joiners' Union, No. 927, Martin B. Mabie, 3 Brookside avenue.
 Central Labor Union, Edwin Daniels, 136 South street.
 Cigar Makers' Union, No. 180, John H. Riley, 145 Main street.
 Electrical Workers' Union, No. 195, George S. Hoyt, 309 Main street.
 Hat Finishers' Association, No. 11, H. C. Shalvoy, 192 Main street.
 Hat Makers' Association, No. 10, P. H. Connolley, 194 Main street.
 Hat Tip Printers' Union, No. 1, Ford H. Anderson, Jr., 55 Jefferson avenue.

Hat Trimmers' Union, Nellie H. Gallagher, 44 Stone street.
 Locomotive Firemen's Lodge, No. 493, Howard Hoyt, 35 Spring street.
 Meat Cutters' Union, No. 207, Frank E. Jones, 150 Main street.
 Musicians' Union, No. 87, H. W. Ruffels, 229 Main street.
 Painters' and Decorators' Union, No. 522, A. A. Scott, 8 Bank street.
 Paper Box Makers' Union, No. 9309, John J. Rohde, E. F. D., No. 20.
 Plumbers', Gas and Steam Fitters' Union, No. 303, E. C. Latimer, 4 Rowan street.
 Railway Trainmen's Lodge, No. 332, W. H. Murray, 9½ Delay street.
 Street Railway Employees' Division, No. 269, Ernest D. Andrews, 30 Smith street.
 Tailors' Union, No. 7, A. Weidl, 13 Delay street.
 Team Drivers' Union, No. 151, M. E. Harrison, 388 Main street.
 Typographical Union, No. 143, F. G. Capron, 4 Tower Place.

DANIELSON (Killingly).

Bricklayers', Masons' and Plasterers' Union, No. 21, Elmer Williams, Danielson avenue.
 Carpenters' and Joiners' Union, No. 623, Frank Young, Box 138.
 Textile Workers, Hermidas Desrosiers.

DERBY.

Barbers' Union, No. 216, Fred G. Ware, 48 Liberty street.
 Bartenders' Union, No. 229, Nelson H. Nash, 93 Elizabeth street.
 Brewers' Union, No. 37, William Karg, 103 Clifton avenue, Ansonia, Conn.
 Carpenters' and Joiners' Union, No. 127, A. S. Bond, 43 Elm street.
 Central Labor Union, Samuel G. Stoothoff, 342 Hawthorne avenue.
 Machinists' Lodge, No. 259, William Robertson, North avenue.
 Painters', Paperhangers' and Decorators' Union, No. 99, Frank A. Pingree, 23 Lester street, Ansonia, Conn.
 Plumbers' Union, No. 132, Edward Gaffney, 66 Central street, Ansonia, Conn.
 Street Railway Employees' Union, No. 469, James H. Brown, Shelton, Conn.
 Typographical Union, No. 365, George Baum, 85 Myrtle avenue, Ansonia, Conn.

EAST HARTFORD.

Blacksmiths' Union, No. 267, P. Hansen, 1210 Main street, Hartford, Conn.
 Railroad Trainmen's Order, No. 551, George VanGasbeck, 33 Burnside avenue.

FAIRFIELD.

Carpenters' and Joiners' Union, No. 647, Herbert Smith, Box 192.

FARMINGTON.

Painters' and Decorators' Union, No. 845, D. J. Peltier, Box 174, Unionville, Conn.

GREENWICH.

Bricklayers' and Masons' Union, No. 14, Joseph W. Lewis, 153 Lake avenue.

Building Trades Department, A. F. of L., George Chandler, 125 Greenwich avenue, Room 2.

Carpenters' and Joiners' Union, No. 96, A. G. Smith, 28 William street.

Painters', Decorators' and Paperhangers' Union, No. 17, W. L. Horton, 70 Williams street.

Plumbers' Union, No. 138, George Leahy, 33 Parker street, Port Chester, N. Y.

Sheet Metal Workers' Union, No. 21, Benjamin Y. Acker, 14 West Putnam avenue.

HARTFORD.

Assistant Printing Pressmen's Union, No. 60, J. F. Sullivan, 1425 Broad street.

Assorters' and Packers' Union, No. 8316, Miss Gertrude McIntyre, 263 Main street.

Allied Printing Trades Council, S. T. Pfund, Box 856.

Auto Tire Builders' Union, No. 12879, James Heslin, P. O. Box 29.

Bakery and Confectionery Workers' Union, No. 8, B. Wesner, 11 Liberty street.

Bakery and Confectionery Workers' Union, No. 80, George Rainer, 225 Market street.

Bank Clerks' Union, A. D. Johnson, 795 Main street.

Barbers' Union, No. 73, Joseph S. Stern, 6 Charter Oak avenue.

Bartenders' Union, No. 200, F. J. Madden, 50 Annawan street.

Boiler Makers' Union, No. 237, M. J. Clancey, 83 Fairmount street.

Bookbinders' Union, No. 15, Edward M. Clark, 47 Linden street.

Brass Molders' Union, No. 11, James J. Bumster, 194 Ward street.

Brewery Workers' Union, No. 35, August Wardiniski, 222 Zion street.

Brewery Workers' Union, No. 35, Branch No. 2, Russell Miller, 29 Center street.

- Bricklayers', Masons' and Plasterers' Union, No. 1, P. J. Birmingham, 373 Broad street.
- Bridge Workers' Union, No. 1437, Alex. A. O. Olsen, Newington Junction, Conn.
- Building Laborers' Union, No. 2, Thomas Godfrey, 1417 Broad street.
- Carpenters' and Joiners' Union, No. 43, George E. Miskill, 21 May street.
- Carriage Workers' Union, No. 112, John C. Duncan, 161 Russ street.
- Car Workers' Union, No. 29, Timothy Cunningham, 50 Chestnut street.
- Central Labor Union, James T. Manee, P. O. Box 29.
- Cigar Makers' Union, No. 42, Eli Brunell, 7 Central Row, Box 340.
- Drop Forgers' and Die Sinkers' Union, No. 1, Timothy Joseph Quinn, 49 Putnam street.
- Electrical Workers' Union, No. 37, D. M. Murphy, 13 Russell street.
- Granite Cutters' Union, William Greene, 571 Main street, New Britain, Conn.
- Garment Workers' Union, No. 106, Mrs. Emma M. Harding, 60 Ford street.
- Hat and Cap Makers' Union, No. 31, J. Chaimson, 126 North street.
- Horse Nail Workers' Union, No. 6170, B. C. Hitchcock, 52 Annawan street.
- Horseshoers' Union, No. 14, Frank B. Aninger, 23 Wolcott street.
- International Molders' Union, No. 73, N. N. Lind, 626 Broad street.
- Lathers' Union, No. 78, Henry Boudreau, 66 Trumbull street.
- Leather Workers' and Horse Goods' Union, No. 79, Joseph M. Morse, 245 Capen street.
- Letter Carriers' Association, No. 86, Albert N. Kingsbury, 19 Pliny street.
- Lithographers' Union, Frank L. Mohr, 1 Kent street.
- Locomotive Engineers' Division, No. 205, E. E. Bill, 331 Capen street.
- Locomotive Firemen's Lodge, No. 285, B. E. Bowne, Box 10, Burnside, Conn.
- Machinists' Lodge, No. 354, John M. Linnon, 209 Zion street.
- Musicians' Union, No. 400, Theo. P. Ford, 23 Central Row.
- Painters', Decorators' and Paperhangers' Union, No. 481, George L. Leturney, Box 193.
- Patternmakers' Association, Frank C. Champlin, 3 Asylum street, Room 6.
- Photo Engravers' Union, No. 33, Frederick E. Beckwith, 361 Albany avenue.
- Plumbers' Union, No. 70, Fred W. Murphy, 90 Bellevue street.
- Polishers' and Buffers' Union, No. 35, James J. Kennedy, 338 Park street.
- Polishers' and Buffers' Union, No. 153, August Wessel, 1124 Windsor avenue.

Post Office Clerks' Association, No. 54, John S. Birden, 258½ Capen street.

Printing Pressmen's Union, No. 75, Ed. A. White, 746 Broad street.

Prompters' Union, No. 170, F. W. Barrows, 242 Pearl street.

Railway Conductors' Order, No. 50, Charles H. Curtiss, 255 Main street, Bristol, Conn.

Railroad Trainmen's Lodge, No. 118, George C. Van Ostrem, 17 Seyms street.

Retail Clerks' Union, No. 295, Wilbur W. Farr, 34 Asylum street.

Sheet Metal Workers' Union, No. 77, W. H. Partridge, P. O. Box No. 480.

Slate and Tile Roofers' Union, No. 5, John N. W. Walker, 24 Wolcott street.

Stationary Firemen's Union, No. 258, John Neary, 203 Zion street.

Steam Engineers' Union, No. 233, A. M. Hooker, 42 High street.

Steam Fitters' Union, No. 44, John M. Brooks, 121 Pearl street.

Steam Fitters and Helpers Union, No. 218, John B. Vines, 360 New Park avenue.

Street and Electric Railway Employees' Division, No. 425, E. P. Lawton, 26 Franklin avenue.

Structural Building Trades Alliance, W. J. Moran, Box 615.

Tailors' Union, No. 139, J. Fitzgerald, 1059, Main street.

Team Drivers' Union, No. 394, B. P. Woodward, 66 Madison street.

Theatrical Stage Employees' Union, No. 84, Gus May, P. O. Box 795.

Tile Layers' Union, No. 31, Michael F. Claffey, 56 Trumbull street.

Tobacco Strippers' Union, No. 10227, Miss Fanny Joseph, 148 State street.

Typographical Union, No. 127, S. T. Pfund, P. O. Box 856.

Waiters' and Cooks' Alliance, No. 304, E. E. Dean, 7 American Row.

HOTCHKISSVILLE (Woodbury).

Pocket Knife Blade Grinders' and Finishers' Union, Harry Travers, Hotchkissville, Conn.

Pocket Knife Makers' Union, No. 12349, W. G. Norton, Hotchkissville, Conn.

JEWETT CITY (Griswold).

Mule Spinners' Union, J. S. Sullivan, P. O. Box 165, Jewett City, Conn.

LONG HILL (Trumbull).

Cigar Makers' Union, No. 130, Charles G. Peet, Box 19, Long Hill, Conn.

MANCHESTER.

Bricklayers', Masons' and Plasterers' Union, No. 20, Thomas J. Gorman, 2 Gorman Place.
 Carpenters' Union, No. 757, Claude E. Truax, 3 Spring street, South Manchester.
 Plumbers' Union,

MERIDEN.

Allied Printing Trades Council, T. E. Lawlor, 127 Liberty street.
 Bakers' Union, No. 60, Anton Sobainsky, 40½ Crown street.
 Barbers' Union, No. 88, Eugene Schmid, 64 Britannia street.
 Bartenders' Union, No. 159, John C. Hoban, 12½ Pratt street.
 Brewers' Union, No. 51, James E. Horrigan.
 Bricklayers', Masons' and Plasterers' Union, No. 9, R. F. Morrissey, 64 Webster street.
 Building Laborers' Union, No. 12, Ralph Nesh, 20 Pine street.
 Carpenters' Union, No. 920, Joseph Dupuis, 135 State street.
 Central Labor Union, George J. Stanley, 405 Broad street.
 Cigar Makers' Union, No. 484, Wm. Pfitzenmeier, Box 325.
 Granite Cutters' Union, W. Greenwood, 7 Home avenue.
 Iron Molders' Union, No. 74, W. W. C. Corves, 40 South Second street.
 Lathers' Union, No. 296, James A. Galpin, Old Colony Road.
 Musical Protective Union, No. 55, John H. Hill, 203 State street.
 Painters' and Decorators' Union No. 685, William Williams, 71 Goodwill avenue.
 Plumbers' Union, No. 21, Joseph Leonard, 20 Lee street.
 Pocket Knife Grinders' Union, No. 4, Benjamin Strobel, Steuben street.
 Polishers' and Buffers' Union, No. 8, E. P. Coyle, 320 Cook avenue.
 Printing Pressmen's Union, No. 156, T. F. Sullivan, 105 Bunker avenue.
 Retail Clerks' Union, No. 56, A. P. Hagner, P. O. Box 185.
 Sheet Metal Workers' Union, No. 307, John Heinrich, Jr., 46 North Second street.
 Street Railway Employees' Division, No. 163, George A. Tittle, 9 Hickory street.
 Table Knife Grinders' Union, John Finn, North First street.
 Table Knife Grinders' Union, No. 3, Herbert Hinde, Box 94, South Meriden, Conn.
 Typographical Union, No. 314, H. C. Maydwell, 41 Butler street.

MIDDLETOWN.

Bartenders' Union, No. 469, M. F. Griffin, South Farms, 227 Main street.
 Building Laborers' Union, F. Granaldi, 11 Elm street.
 Bricklayers' and Masons' Union, No. 11, John O'Brien, 148 Liberty street.

Carpenters' Union, No. 1512, James W. Padgett, 3 Glover Place.
Cigar Makers' Union, No. 299, Charles Anderson, 264 Main street.
Granite Cutters' Union, J. Kahre, 254 Pearl street.
Iron Molders' Union, No. 373, Harry Howard, Portland, Conn.
Musical Protective Union, No. 499, A. E. Leonard, 7 Cooley avenue.
Painters' Union, No. 667, John H. Powers, Portland, Conn.
Plumbers', Gas Fitters', Steam Fitters' and Helpers' Union, No. 346,
Andrew Kilgour, 506 Main street.
Street Railway Employees' Division, No. 479, John A. Saustrom, 138
Spring street.

MOOSUP (Plainfield).

Cotton Spinners' Union, Oclid Cantara, P. O. Box 411, Moosup, Conn.

NAUGATUCK.

Carpenters' Union, No. 804, Thomas F. Maher, Naugatuck Hotel.
Painters' and Decorators' Union, No. 418, Thomas J. Walsh, 32 Road-
ley street.

NEW BRITAIN.

Bakers' Union, No. 107, H. Schmid, P. O. Box 570.
Barbers' Union, No. 316, John J. Cunningham, 158 East Main street.
Bartenders' Union, No. 166, James E. O'Brien, 87 Beaver street.
Bricklayers' and Plasterers' Union, No. 3, Michael J. Burke, 87 Whit-
ing street.
Building Laborers' Union, P. Coffey, 320 Main street.
Building Trades Council, Charles Weare, 184 Arch street.
Carpenters' Union, No. 97, H. A. Carlson, 17 Cottage Place.
Carpenters' Union, No. 1672, L. E. Parkman, 49 Cherry street.
Central Labor Union, F. A. Goodard, 580 East Main street.
Cigar Makers' Union, No. 321, F. A. Goddard, 298 Main strete, Box 609.
Horseshoers' Union, No. 224, J. E. Wood, 221 Brook street.
Iron Molders' Union, No. 241, C. J. Anderson, 94 Griswold street.
Musicians' Union, No. 440, E. H. Parker.
Painters' and Decorators' Union, No. 21, M. J. Clark, 414 Arch street.
Pocket Knife Blade Grinders' and Finishers' Union, Wilfred Hawks-
worth, 192 Washington street.
Polishers' and Buffers' Union, No. 126, John F. Burns, 68 Seymour street.
Plumbers' Union, No. 256, Claud Leroux, 65 North Glenn street.
Steam Fitters' Union, No. 43, James M. Lynch, 61 South Burritt street.

NEW CANAAN.

Carpenters' Union, No. 409, Wesley Webb, Forest street.
 Bricklayers', Masons' and Plasterers' Union, No. 29, James Sullivan, 16
 Miller street, Stamford, Conn.
 Building Laborers' Union, A. Chaippinli, Box 351.

NEW HAVEN.

Allied Printing Trades Council, A. Lubinsky, 619 Congress avenue.
 Bakers' Union, No. 11, Max Bodueman, 113 Adeline street.
 Bakers' Union, No. 171, Louis Greenwald, 146 Lafayette street.
 Barbers' Union, No. 215, Carl R. Spanaygel, 622 State street.
 Bartenders' Union, No. 217, James Pickett, 172 Temple street.
 Blacksmiths' Union, No. 180, Alex Wilson, 39 Arthur street.
 Boiler Makers' Union, No. 61, M. J. Burke, 142 Carlisle street.
 Boiler Makers' Helpers' Union, No. 96, Patrick Collins, 22 Button street.
 Bricklayers' and Plasterers' Union, No. 6, James Confrey, 606 Congress
 avenue.
 Building Laborers' Union, No. 5, Timothy O'Connor, Franklin street.
 Brewery Workers' Union, No. 37, George Theiber, 40 Auburn avenue.
 Bridge and Structural Iron Workers' Union, No. 15, John T. Driscoll, 114
 Liberty street, Ansonia, Conn.
 Cloth Hat and Cap Makers' Union, No. 28, M. Pergament, 50 Oak street.
 Car Workers' Lodge, No. 48, A. L. Hamilton, 243 Lombard street.
 Carpenters' Union, No. 79, C. W. Mordecia, 148 Hariet street.
 Carpenters' Union, No. 611, Alfred Cooper, 23 Ward street.
 Carpenters' Union, No. 1742, H. Lavington, 846 Congress avenue.
 Cigar Makers' Union, No. 39, F. A. Grube, 23 Church street, Box 979.
 Commercial Telegraphers' Union, No. 123, V. H. Loomis, P. O. Box 543.
 Electrical Workers' Union, No. 90, F. Horan, 195 Columbus avenue.
 Granite Cutters' Union, No. 62, John Affinito, 70 Hill street.
 Horseshoers' Union, No. 26, Harry Cook, 553 State street.
 Iron Molders' Union, No. 60, John Peterson, 179 Main street.
 Lathers' Union, No. 215, E. T. Stevenson, 121 Davenport avenue.
 Locomotive Engineers' Division, No. 77, G. H. Witherell, 82 First street.
 Locomotive Firemen's Lodge, No. 284, Charles E. Lowell, 45 Whaley
 avenue.
 Machinists' Lodge, No. 420, H. S. Hinsch, 187 Dixwell avenue.
 Machinists' Lodge, No. 726, T. Barker, 45 William street.
 Machinists' Lodge, No. 609, Thomas Feeney, 113 DeWitt street.
 Masons' Union, No. 7, Phil G. McDermott, 108 Adeline street.
 Meat Cutters' and Butcher Workmen's Union, No. 467, Louis Nordstrom,
 26 Frank street.
 Musicians' Union, No. 234, H. G. Nichills, 228 Dixwell avenue.
 Painters' Union, No. 409, William S. Hooper, Box 887.

Paper Box Makers' Union, No. 9309, Charles Sperork, 73 Main street.
 Pattern Makers' League, J. G. Durlach, 204 Dover street.
 Plumbers', Steam and Gas Fitters' Union, No. 349, W. F. Blake, 68 Haven street.
 Polishers' and Buffers' Union, No. 25, Patrick Burns, 181 James street.
 P. O. Clerks' Association,
 Printing Pressmen's Union, No. 74, H. J. Mullen, Box 1463.
 Railway Clerks' Order, No. 224, Francis Wood, 500 Chapel street.
 Railway Conductors' Order, No. 1 (Independent), William Pardee, 348 Crown street.
 Railway Conductors' Order, No. 317, F. J. Flannigan, 272 Portsea street.
 Railroad Station Agents, Division, No. 6, P. A. Haag, New Rochelle, N. Y.
 Railroad Trainmen's Lodge, No. 201, J. L. Wynne, 17 Adeline street.
 Railroad Telegraphers' Order, No. 29, G. F. McCormack, 95 Main street, West Haven, Conn.
 Sheet Metal Workers' Union, No. 225, Frank A. Shanley, 934 State street.
 Steam Engineers' Union, No. 192, F. B. Fairbanks, 454 Forbes avenue.
 Steam Fitters' Union, No. 16, William F. Costello, 23 Church street.
 Street Railway Employees' Division, No. 281, James J. Lynch, William street.
 Tailors' Union, No. 22, Max Behrend, P. O. Box 786.
 Theatrical Stage Employees' Union, No. 74, John A. O'Brien, 175 Chestnut street.
 Tobacco Strippers' Union, No. 12046, Miss Clara Reiche, 882 State street.
 Trades' Council, Joseph J. Reilly, P. O. Box 1841.
 Typographical Union, No. 47, J. J. Reilly, P. O. Box 1269.
 Waiters' Union, No. 418, Henry C. Miller, 264 Lloyd street.
 Wood Carvers' Association, Casper Frey, 72 Arch street.

NEW LONDON.

Barbers' Union, No. 380, George Goss, 842 Main street.
 Bartenders' Union, No. 356, James T. Dray, 50 Hempstead street.
 Bricklayers', Masons' and Plasterers' Union, No. 10 Liman Reed (P. O. Box 546).
 Brewery Workers' Union, No. 35, J. Sauersapf, 85 Huntington street.
 Building Laborers' Union, No. 242, John Callahan, 58 Jay street.
 Carpenters' Union, No. 80, Alex Murphy, 10 Spring street.
 Central Labor Union, Alex Murphy, 10 Spring street.
 Electrical Workers' Union, No. 543, Clinton Kenyon, Waterford, Conn.
 Granite Cutters' Union, Edw. J. Haffernan, 85 West Coit street.
 Iron Molders' Union, No. 156, O. H. Bennet, 109 Montauk avenue.
 Locomotive Engineers' Division, No. 348, F. C. Bosworth, 180 Crystal avenue.

Locomotive Firemen and Enginemen Lodge, No. 608, F. D. Loomis, Box 88.

Musicians' Union, No. 285, H. S. Schlink.

Painters' and Decorators' Union, No. 783, William Rock, 538 Bank street.

Railway Conductors' Division, No. 500, George L. Spafford, 105 Broad street.

Railroad Trainmen's Lodge, No. 496, C. W. Stinespring, 44 Church street.

Street Railway Employees' Division, No. 482, George A. Brown, 123 Montauk avenue.

Typographical Union, No. 159, Julian D. Moran, P. O. Box 248.

NEW MILFORD.

Carpenters' Union, No. 1005, James G. Mealia, Box 714.

Painters' and Decorators' Union, No. 640, William Wohler, New Milford, Conn.

NORTHFIELD (Litchfield).

Pocket Knife Grinders' Union, Joe Roberts, Northfield, Conn.

NORWALK AND SOUTH NORWALK.

Barbers' Union, No. 72, W. J. Slaterry, 18 Wall street, South Norwalk.

Bartenders' Union, No. 269, F. J. Buckley, 4 Cross street, South Norwalk.

Bricklayers' and Masons' Union, No. 13, William O. Smith, 60 Meadow street.

Carpenters' Union, No. 746, W. E. Biardan, 39 Orchard street, Norwalk, Conn.

Central Labor Union, Mrs. Fannie J. Joyce, 16 Monroe street, South Norwalk.

Cigar Makers' Union, No. 26, Wm. F. Korn, 13 Quintard avenue, Box 520, South Norwalk, Conn.

Hat Finishers' Association, No. 16, John W. Scully, 70 South Main street.

Hat Makers' Association, No. 15, John W. Smith, 38 Elmwood avenue.

Hat Trimmers' Association, Miss Emma F. Buxton, 16 West avenue, South Norwalk, Conn.

Iron Molders' Union, No. 209, Gould J. Hoyt, 22 Spring Hill street, Norwalk, Conn.

Musicians' Union, No. 52, Rufus J. Smith, 36 Spring street.

Painters', Decorators' and Paperhangers' Union, No. 527, S. S. Dayton, 18 Winfield street, East Norwalk, Conn.

Plumbers' Union, No. 222, J. J. Newman, 4 Hanford Place, South Norwalk, Conn.

Sheet Metal Workers' Alliance, No. 127, John A. Splan, 25 Orchard street, Norwalk, Conn.
Silk Workers' Union, Frank Fried, 158 Main street, Norwalk, Conn.
Stone Masons' Union, No. 24, B. Sorco, 25 Concord street, South Norwalk.
Street Railway Employees' Division, No. 476, F. R. Barker, 14 West street, South Norwalk.
Tailors' Union, No. 364, Louis Klein, 24 South Main street, South Norwalk.
Team Drivers' Union, No. 293, W. E. Buxton, 1 Isaacs street, Norwalk, Conn.
Typographical Union, No. 529, Walter S. Ireland, Broad River, Norwalk.

NORWICH.

Barbers' Union, No. 337, D. A. Abendroth, 36 Broadway.
Bartenders', Hotel and Restaurant Employees' Union, No. 367, W. H. Callahan, 256 Main street.
Bricklayers' and Masons' Union, No. 12, Henry F. Gee, 243 Laurel Hill avenue.
Building Laborers' Union, No. 6, Guiseppe Aldi, 50 Franklin street.
Building Trades Council, Christopher Dixon, 168 North Main street.
Carpenters' Union, No. 137, M. J. Kelley, P. O. Box 80.
Central Labor Union, Walter H. Spaulding, 498 Main street.
Cigar Makers' Union, No. 407, D. S. Martin, 243 Main street.
Electrical Workers' Union, No. 343, W. P. Hill, 28 Division street.
Folders' Protective Association, John J. Hutchinson, 235 Central avenue.
Horseshoers' Union, No. 88, Edward J. Carroll, 274 West Main street.
Iron Molders' Union, No. 126, M. F. Dougherty, 35 Ward street.
Musicians' Union, No. 235, Fred N. Clark, 245 West Main street.
Painters', Paperhangers' and Decorators' Union, No. 630, J. C. Young, Uncas Hotel.
Polishers', Brass Workers' and Buffers' Union, No. 169, D. F. Bedard, 23 North Cliff street.
Plumbers' and Steam Fitters' Union, No. 267, J. J. Shea, 472 Boswell avenue.
Stationary Firemen's Union, No. 91, John Driscoll, 56 Central avenue.
Steam Engineers' Union, No. 317, J. D. Henderson, 565 Boswell avenue.
Stone Masons' Union, No. 28, James H. Kellas, 272 Boswell avenue.
Street Railway Employees' Division, No. 262, M. E. Douglas, North Main street.
Team Drivers' Union, Merton Latimer, 83 Boswell avenue.
Textile Workers' Union, James Grierson, 164 Broad street.
Typographical Union, No. 100, George B. Neibert, 65 Seventh street.

ONECO (Sterling).

Granite Cutters' Union, F. Carpenter, Box 62, Oneco, Conn.

PLAINFIELD.

Mule Spinners' Union, Robert Sykes, Box 137.

PUTNAM.

Barbers' Union, No. 405, A. B. Simmons, Ballouville, Conn.

Bartenders' Union, No. 318, William P. Murray, 6 Hammond street.

Carpenters' Union, No. 818, Fred W. Tefft, 88 Mechanic street.

ROCKVILLE (Vernon).

Bartenders' Union, No. 706, William A. Spencer, care Rockville House.

Carpenters' Union, No. 1472, Charles Snider, 36 Orchard street.

Painters' Union, No. 969, George H. Winters, 11 Cottage street.

RIDGEFIELD.

Bricklayers', Masons' and Plasterers' Union, No. 27, Arthur Ellensteen,
P. O. Box 357.

Carpenters' Union, No. 1119, Herbert Mills, Ridgefield, Conn.

Musicians' Union, No. 459, S. E. Nichols.

Plumbers', Gas and Steam Fitters' Union, No. 344, B. H. Goodrow,
Box 48.

Painters' and Decorators' Union, No. 808, W. S. Gilbert.

ROXBURY.

Granite Cutters' Association, Charles Anderson, R. F. D., No. 66.

SEYMOUR.

Horse Nail Workers' Union, No. 10953, Frank H. Wyant, 3 High street.

SHELTON (Huntington).

Table Knife Grinders' Union, No. 1, William Clark, Box 692, Shelton,
Conn.

Boot and Shoe Workers' Union, James C. Doty, Shelton, Conn.

SOUTHINGTON.

Drop Forgers', Die Sinkers' and Machinists' Union.

Iron Molders' Union, No. 444, O. F. Johnson, Box 770, Plantsville, Conn.

Polishers' Union, No. 188, John J. Gray, Box 711.

STAFFORD SPRINGS (Stafford).

Textile Workers' Union, G. Martinelli, P. O. Box 698, Stafford Springs, Conn.

STAMFORD.

Barbers' Union, No. 491, L. P. Braun, 29 Elm street.

Bartenders' Union, No. 455, Arthur F. O'Neill, 135 Millbank avenue, Greenwich, Conn.

Bricklayers' and Plasterers' Union, No. 8, Fred Early, 427 Main street.

Building Laborers' Union, Cesare Latte, 68 Liberty street.

Carpenters' (Amalgamated) Union, No. 808, John Robertson, 52 Orchard street.

Carpenters' Union, No. 210, John D. Flynn, 184 West Broad street.

Central Labor Union, Thomas J. Hartnett, 61 Adams avenue.

Cigar Makers' Union, No. 398, John Bohl, 413 Main street.

Electrical Workers' Union, No. 310, Thomas H. Clear, 371 Main street.

Iron Molders' Union, No. 161, S. C. Jilson, 37 Henry street.

Painters' and Decorators' Union, No. 192, C. N. Leonerd, 305 Summer street.

Plumbers' Union, No. 311, T. Honan, 74 West Broad street.

Railroad Trainmen's Lodge, No. 693, Peter O'Hern, 64 Schuyler avenue.

Sheet Metal Workers' Union, No. 189, Robert C. Sloat, 30 Woodside street.

Steam, Gas Fitters' and Gas Fitters' Helpers' Union, No. 311, Joseph Ross, 152 Elm street.

Street Railway Employe's Division, No. 443, Samuel P. Post, 80 Myrtle avenue.

Stone Masons' Union, No. 23, Onorio Prisco, P. O. Box 8.

Typographical Union, No. 503, Horace W. Graves, 19 Luther street.

STONINGTON.

Iron Molders' Union, No. 163, Joseph Birchel, P. O. Box 174.

STONY CREEK (Branford).

Granite Cutters' Union, Harry Julian, Box 104, Stony Creek, Conn.

STRATFORD.

Carpenters' and Joiners' Union, No. 1470, George W. Mills, P. O. Box 184.

SUFFIELD.

Cigar Makers' Union, No. 156, J. L. Barnett, Box 82.

TAFTVILLE (Norwich).

Mule Spinners' Union, No. 11, W. B. Kenyon, Box 34, Taftville, Conn.

TARIFFVILLE (Simsbury).

Lace Curtain Weavers. Union, No. 5, Joseph T. Kennedy, Box 25, Tariffville, Conn.

THOMASTON.

Pocket Knife Blade Grinders' Union, John Hohn, Reynolds' Bridge, Conn.

THOMPSONVILLE (Enfield).

Barbers' Union, No. 344, Charles Graham, Box 167.

Bartenders' Union, No. 148, Timothy J. Connor, 50 Windsor street.

Carpenters' Union, No. 234, Arthur Rochette, Box 879.

Central Labor Union, Arthur Rochette, 31 Alden avenue.

Metal Polishers' and Buffers' Union, No. 52, M. J. Quinn, Box 673.

Painters' and Decorators' Union, No. 747, H. M. Marks, 9 Maple avenue.

Plumbers' Union, No. 305, Berton A. Book, Box 587.

Street Railway Employees' Division, No. 452, F. W. Lovejoy, Thompsonville, Conn.

TORRINGTON.

Bartenders' Union, No. 288, Ed. J. Gamble, P. O. Box 303.

Bricklayers', Masons' and Plasterers' Union, No. 19, W. B. Gingell, 87 Highland avenue.

Building Laborers' Union, J. Zucco, 71 Lafayette street.

Carpenters' Union, No. 216, Albert Bray, 49 Munson avenue.

Horseshoers' Union, No. 476, D. C. Lillibridge, 328 Migeon avenue.

Iron Molders' Union, No. 406, George Molitor, 56 Brooker street.

Painters' and Decorators' Union, No. 516, Harry E. Vail, 142 Highland avenue.

UNIONVILLE (Farmington).

Carpenters' Union, No. 1341, E. H. Harris, Unionville, Conn.

Metal Polishers', Buffers', Platers' and Brass Workers' Union, No. 181
James Murphy, Box 182, Unionville, Conn.

Table Knife Grinders' Union, No. 5, Frank B. Glynn, Box 357, Unionville, Conn.

WALLINGFORD.

Bartenders' Union, No. 358, James A. Downey, 98 Orchard street.

Carpenters' and Joiners' Union, No. 1626, George A. Johnson, 19 Sylvan
avenue.

Iron Molders' Union, No. 113, F. Baarup, So. Meriden, Conn., Box 153.

Musicians' Union, No. 332, Charles E. Dunn.

Polishers' and Buffers' Union, No. 73, James Kenny, 69 High street.

Table Knife Grinders' Union, No. 2, James Flynn, Colony street.

WATERBURY.

Allied Printing Trades Council, L. H. Baker, 48 Center street.

Bakers' Union, No. 155, Charles Ludwick, 174 Maple street.

Barbers' Union, No. 155, M. J. Keefe, 46 Summer street.

Bartenders' Union, No. 254, John T. McHale, Box 236.

Brewers' Union, No. 126, Jacob Wiehn, 122 Russell street.

Bricklayers', Masons' and Plasterers' Union, No. 16, Joseph P. Hayden,
1250 East Main street.

Building Laborers' Union, No. 7, Ginaro Giorgi, 257 Barrack street.

Building Trades Alliance, Ernest Meakins, 18 Ridgewood street.

Carpenters' Union, No. 260, O. G. Stage, Box 25.

Carriage Workers' Union, No. 114, Frank Clark, 17 Taylor street.

Central Labor Union, Joseph Gandy, P. O. Box 57.

Cigar Makers' Union, No. 395, Val Hahn, 46 East Main street, P. O.
Box 560.

Granite Cutters' Union, P. A. Lane, 53 Grand street.

Horseshoers' Union, No. 166, Richard Barry, 26 Walnut street.

Iron Molders' Union, No. 298, Phillip Sullivan, 12 Lounsbury street.

Ivory Workers' Union, No. 10693, H. Blakeley, P. O. Box 57.

Lathers' Union, No. 125, Phillip F. Duffey, P. O. Box 57.

Musicians' Union, No. 186, J. G. Baril, 43 Central avenue.

Painters' and Decorators' Union, No. 491, A. E. Wing, Box 108.

Plumbers' Union, No. 22, Charles Mulholland, 105 Round Hill street.

Polishers' Union, No. 207, James P. Donohue, Box 57.

Printing Pressmen's Union, No. 150, Harry Frank, 44 Bronson street.
 Prompters' Union, No. 201, J. W. Bunnell, Box 127.
 Railroad Station Agents Division, No. 7, L. W. Plumb, Torrington, Conn.
 Railroad Trainmen's Lodge, No. 423, G. H. Turkington, 31 Abbott avenue
 Stampers' Union, No. 207, James P. Donohue, P. O. Box 57.
 Sheet Metal Workers' Union, No. 199, A. E. Girard, 603 North Main street.
 Steam and Hot Water Fitters' Union, No. 52, B. C. White, 1 Wightman avenue.
 Structural Iron Workers' Union—M. P. Driscoll, P. O. Box 25.
 Typographical Union, No. 329, John F. Murphy, P. O. Box 63.

WATERFORD.

Granite Cutters' Union, B. E. Perkins, Waterford, Conn.

WILLIMANTIC (Windham).

Bartenders' Union, No. 519, George Gilbert, 18 Adelbert street.
 Bricklayers', Masons' and Plasterers' Union, No. 17, Oliver L. Willard, 21 Johnston avenue.
 Building Trades' Council, W. W. Kilburn, 136 Quercus avenue.
 Carpenters' Union, No. 825, L. P. Beaudry, 34 Brook street.
 Clerks' Protective Association, Leo L. Thompson.
 Dresser Tenders' Union, John J. Curran, 41 Bank street.
 Dyers' Union, Patrick Piggot, 287 Main street.
 Musicians' Union, No. 403, H. C. Wheeler.
 Painters' Union, No. 537, William D. Lason, 63 Lebanon avenue.
 Plumbers', Steam and Gas Fitters' Union, No. 345, H. P. Grimley, 136 Quercus avenue.
 Silk Weavers' Union,
 Spoolers' Union, Mrs. Ella Vogel, 511 Main street, Willimantic, Conn.

WINSTED (Winchester).

Bricklayers', Masons' and Plasterers' Union, No. 18, James McBride, 382 Main street.
 Pen and Pocket Knife Grinders' and Finishers' Union, Charles Fines, 710 Main street.
 Painters' Union, No. 575, Jacob J. Needles, 445 Main street.
 Pocket Knife Makers' Union, No. 12308, Charles Fines, 710 Main street.
 Track Foremen's Union of the C. N. E. R. R., Michael McMahon, Cherry street.

STRIKES AND LOCKOUTS.

There follows a brief description and tabulated statement of labor disturbances which occurred within the state during the year ended October 30, 1909.

During the twelve-month period included in the investigation there were thirty difficulties which might be considered as "strikes," while no instance has been reported where sufficient of the "initiative" had been taken by an employer as to cause the misunderstanding to be classified as a "lockout" as the bureau defines the term. There were 5,828 employes involved in these differences and 569,457 days' time was lost by reason of failure to reach an immediate settlement.

The amount lost in wages to those involved in the disturbances, computed upon a basis obtained from the latest available data is \$916,825.77. One hundred and ninety-four employes was the average number engaged in the several "strikes." The average time lost was 97.71 days and the loss of wages \$157.31 for each employe engaged.

It seems essential to a full understanding of the foregoing that some explanation of these figures be given.

As stated, the total loss in wages resulting from these differences between employers and employes during the period included amounted to \$916,825.77. It will be seen, by reference to the table and to the chronological description of these disturbances, that the controversy in which the "hatters" of South Norwalk, Danbury and other towns were engaged, embraced the major part of all the difficulties, in so far as number of

employees and loss in wages is concerned with which this chapter has to do.

Over the contention relating to the use of the union label in the localities where the hatting industry largely obtain 4,175 persons were involved and the resulting loss in wages amounted to \$877,496.50. In this particular industry and instance only the wage loss amounted to \$210.18 per employe involved.

Comparison of the foregoing with the remainder of those engaged in controversies for betterment in industrial conditions shows that while the loss in wages in the industry referred to totalized the sum named, in all other industries included in the compilation the number of persons involved was 1,653; the total amount of loss in wages was \$39,329.27; and the wage loss per employe \$23.79.

Fifteen different occupations are represented in the tabulation, classified as follows:

Bakers, sixty; box makers, twenty; cap makers, fifty-two; carpenters, 127; cigar makers, twenty-seven; die sinkers, fourteen; hatters, 4,175; iron molders, 320; laborers, 432; masons' tenders, seventy; plumbers, seventy-five; press operators, ten; shoe makers, nine; textile workers, 387, and tobacco sorters, fifty.

Considering the "label" contention in Danbury and "vicinity" as affecting one town, the result of the investigation shows that the thirty difficulties considered took place in fifteen different localities, the name of the town and the number of strikes in each follows:

New Haven, nine; Bridgeport, four; New Britain, Norwalk, Norwich and Plainfield, two each; and one each in the towns of Danbury, Huntington (Shelton), Middletown, New Milford, Putnam, Southington, Thompson (Mechanicsville), Waterbury and Windham (Willimantic).

The question of wages was the paramount one in a larger number of these controversies than was any other. In six in-

stances the stated cause given for the cessation of work was the demand on the part of the interested employes that an increased wage rate be given them. In two instances, the importance of which has been hereinbefore referred to, the principle involved was the use of the union label, in two other cases each the trouble was assigned to the objectionable employment of non-union men; the use of material produced by non-union men and the demanded change in prevailing working schedule.

In the other difficulties the ascribed reasons given for each of them were, demand for restoration of former wage rate; objection to reduction in wages; disagreement regarding payment of wages, demand that piece prices be restored, refusal to perform objectionable work, disagreement regarding employment of apprentices, objection to discharge of certain employe, disagreement with foreman, objection to piece work system, demand for adoption of ten-hour day, objection to increase in hours of labor, demand that none but registered helpers be employed, objection to change in wage system, dissatisfaction with wage rate, objection to reduction in piece prices and demand for change from piece to day schedule.

The recorded results of these controversies are herewith shown: Of the thirty difficulties reported, twenty-one resulted unsuccessfully for the "striking" employes, in seven instances the contentions of the disaffected workmen were successfully made and the requirements acceded to, one difficulty was adjusted to the satisfaction of the contending operatives in part while one case remained unsettled at the date of the close of the investigation.

CHRONOLOGICAL DESCRIPTION.

A strike resulting unsuccessfully for the dissatisfied workmen, was inaugurated at the plant of O. B. North & Company at New Haven, January 5, 1909. About forty workmen em-

ployed as molders were involved, the given cause for the difficulty being the refusal by the employing company to restore a reduction of five per cent. in prices which had been made the previous year, and that one helper be allowed each two workmen, instead of one helper to three molders as was the prevailing custom. Of the difficulty a local publication printed the following:

"The officers of the firm claim that the first intimation they received that the employes were dissatisfied was when the committee presented itself to Mr. North. Up to that time whatever dissatisfaction there had been among the workmen had been well concealed. The officers admit that they were forced to cut down the wages and to curtail the help considerably during the panic of last year.

"The employes claim that the five per cent. cut put into effect last year should be restored now that the business conditions have once more picked up. In their demands to the company they also required that the helpers discharged during the panic should be reinstated. Under the old conditions there was one helper for every two men, but since last year there has been only one helper for three men."

Eighteen days elapsed before the difficulty became adjusted when the plant resumed operation with full complement of men under existing conditions.

On January 9, 1909, Press operators to the number of ten, employed by the Leeds & Catlin Company at Middletown struck work. The primary cause of this action was stated to have been that by reason of a new process in the manufacture of "disc records" employes were unable to make satisfactory wages.

Nine days' time was lost because of the difficulty and the result was a failure to secure the desired concession.

A strike of far-reaching importance to the hatting trade was inaugurated in Danbury and surrounding towns January 16th, 1909. The discontinuance of the use of the "Union Label" in

hats manufactured by the various establishments was the primary cause of action and the principle of unionizing the several plants the contention.

Reports at hand show that approximately 3,875 persons were actively engaged in the difficulty while a number closely approaching 4,500 were idle because of it.

The controversy continued without satisfactory results for a period of one hundred and twenty-two days.

Numerous conferences were held between the interested parties during the interval and an adjustment was finally reached, which in effect was satisfactory to the disaffected employees. A brief extract from a local publication concerning the settlement is of interest.

"Complete adjustment of the troubles affecting the hatting industry in this city, pending the arbitration that is to take place at the expiration of ninety days, was effected last evening, and this morning the seven factories in this city and Bethel that did not enter into the adjustment a week ago, resumed operations.

"The negotiations for the completion of the adjustment in this district had been going along quietly for several days, and were ended about half past seven last evening, at the Manse, in Chapel street, the home of the Rev. H. C. Meserve, who, with the Rev. John D. Kennedy, had acted as an intermediary in the conferences of the previous week. Father Kennedy was at the retreat at Keyser Island, South Norwalk, last week, and in his absence Mr. Meserve performed the offices of intermediary in the negotiations that were ended last evening. None of the out-of-town members of the national board of the United Hatters were here, the advisory board being represented by P. H. Connolley, its local member.

"The only official statement given out in regard to the settlement was the following, which came from the Rev. Mr. Meserve, last evening:

"A satisfactory settlement of the hatting troubles in the Danbury and Bethel districts has been arranged.

(Signed)

"H. C. MESERVE.

"Danbury, Conn., June 14th, 1909."

"The completion of the adjustment means the withdrawal of all the local members of the Associated Hat Manufacturers

from that body at the expiration of the ninety days' notice of resignation required by that organization. That is to be followed by arbitration of any matters that may remain unsettled at that time.

"It is just five months ago to-day that the tie-up began. Danbury was one of the busiest and most prosperous cities in Connecticut at that time, and it has weathered the storm most successfully. Industrial peace, combined with hearty co-operation upon the part of every one connected with the hatting industry for the promotion of interests that to succeed, must be mutual, will bring further and increased prosperity."

A brief extract from a Trade Journal concerning the adjustment is printed herewith:

"All of the twenty-three hat factories in Danbury, Bethel and New Milford, which have been closed during the past five months by the strike in the hatting industry, are now included in the plan of adjustment which was accepted by sixteen of their number a week ago, and the seven who at first announced their determination to stick with the National Association, assented to a settlement proposition late Monday night, and resumed work yesterday morning with their old employes. The terms under which the adjustment was made were not made public, but it is understood they are the same as were arranged with the other manufacturers last week, and provide for the working of the men as individuals for ninety days, after which the use of the union label will be resumed, and the manufacturers will offer their resignations to the National Association. Under these terms a majority of the employes returned to work yesterday morning and several of the shops are now at work in all departments."

A strike of a similar character to that recorded above occurred in Norwalk on the same date, the contention of the disaffected employes being that the use of the "Union label" should be continued and the principle of unionized work shops adopted. While approximately three hundred employes were involved, yet that number were not idle during the entire period, many securing employment elsewhere or became engaged in other vocations. No adjustment of the difficulty had been

reached at the date of the close of this report. The elapsed time, however, was two hundred and forty-three days.

On January 21, 1909, about fifty operatives employed as tobacco sorters in the tobacco warehouse of S. Rossin at New Milford, struck work. A reduction in the price paid per hundred pounds for sorting tobacco was the cause of the difficulty. Three days' idleness resulted when a portion of the employes returned to work under former conditions, the employes having been unsuccessful.

On March 8, 1909, thirty laborers employed by Snare, Triese & Company, at Bridgeport, struck work, demanding an increase in the wage rate. The demand was not acceded to and after one day's idleness the workmen returned to work under former conditions.

Because of a disagreement regarding payment of wages, seven cap-makers employed by Apler, Abenstein & Company at New Haven struck work on March 10, 1909. The strike resulted unsuccessfully, seventy-eight days' time being lost.

Objection to the use of material alleged to have been produced by non-union men, was the cause of the refusal to work by eighteen carpenters employed by John W. Allen & Son at New Britain March 10, 1909. The strike resulted in failure, forty-six days' time was lost in endeavors for a settlement when other men were employed in place of the disaffected workmen.

A strike resulting unsuccessfully for the disaffected workmen was inaugurated at New Britain March 15, 1909. About eighty journeymen carpenters employed by various building contractors, were involved and the given cause of the difficulty was the use of material produced in establishments employing non-union men. Moreover it was demanded that all mill work, provided for the use of employes, should be furnished by mills working not more than eight hours per day, in a recognized union shop and by union men, paid at the rate of

wage prevailing in the New Britain district. No adjustment was reached, efforts to arbitrate the difficulty proving unavailing. Forty-two days' time was lost in endeavors to bring about a settlement.

On March 16, 1909, iron molders to the number approximating two hundred, employed by the Bridgeport Malleable Iron Company at Bridgeport struck work. The given cause of the difficulty was the refusal of the employing company to accede to the demand of the molders that the price paid for piece work be restored to a former scale and that helpers be returned to the shop to perform the sand cutting, the shifting of forms and the pouring of iron. The strike resulted unsuccessfully for the striking employes, four days' time being lost in endeavors to reach a satisfactory settlement.

Because of the alleged violation of a rule that not more than one apprentice to each molder shall be employed eighty employes of the Manufacturers' Foundry Company at Waterbury struck work March 26, 1909. Two days' time elapsed when the men returned to their employment under former conditions, having failed in securing the desired concession.

A difficulty in which three hundred employes became involved took place at the plant of the Lawton Mills corporation at Plainfield April 2, 1909. Refusal on the part of certain employes to comply with a requirement made that they should perform certain labor pertaining to the cleaning of the machines which they operated was the given cause of the controversy.

Three days' time was lost by reason of the trouble when the disaffected employes returned to their employment, it being stated that the strike was not approved by the organization of which the employes were members.

Because various manufacturers refused to grant the demands of journeymen employes for a new working contract, cap makers numbering forty-five persons struck work in New

Haven April 12, 1909. The proposed contract submitted by the employes to the manufacturing firms follows:

"This is to certify that the following shall serve as an agreement between ——— employer, of New Haven, Connecticut, and The United Cloth Hat and Cap Makers of North America, Local 28, New Haven, Connecticut, to wit:—

1. That all cloth, hat and cap makers in the employ of said firm shall be members of The United Cloth and Cap Makers of North America, Local 28, or become such at the next regular meeting.

2. That all members of this local now in the employ of ——— shall be kept at work all the year around, excepting for one week during said year.

3. That in the event of the employer requiring additional hands, forty-eight hours' notice shall be given by him to Local 28 to furnish said help. If Local 28 is unable or for other reasons cannot furnish said help, then the employer shall fill the places at his option, but such help must be members of the union, or become such at the next regular meeting.

4. That Decoration Day, Fourth of July, Thanksgiving Day, Labor Day, Christmas Day, New Year's Day and Washington's Birthday shall be recognized as holidays, and that no work shall be performed on said days unless mutually agreed upon by both union and employers; and further, that the employes shall be paid in full for said holidays.

5. That all work shall cease at 12 o'clock noon every Saturday afternoon during the months of June, July and August, and that said afternoons shall be regarded as holidays and paid for in full.

6. That the said firm shall pay all employes for lost time when such loss is occasioned by the firm, but not for unforeseen accidents.

7. That there shall be no change in the wages of any and all employes during the continuance of this agreement.

8. That claims held by the firm against any and all employes shall be submitted to this local.

9. Any and all employes, members of the union, agree that they shall not leave his employment before he shall have given five days' notice to his employer.

That nine and one-half (9½) hours shall constitute a day's work; and that the working hours shall be from 7:30 a. m. until 12 noon, and from one (1) p. m. until 6 p. m. daily, excepting Saturdays, until 5 p. m.

11. In the event that the employer shall at any time require any help in addition to those in his employ, said employer shall notify said local as to the number of additional

men said employer shall desire; and said employer shall also notify said local as to whether he desires such additional help for steady employment during the rest of the year, after the date of such notification, or whether such help is to be for temporary purpose only, or whether such help is to be hired for a definite period. Said employer shall hire such help for and during the period stated in such notification to said local.

12. In the event of a cutter having become disqualified and unable to work through sickness; during the first four days of such sickness of said cutter, the employe shall be paid for full time, but if the sickness of such cutter shall last beyond a period of four days and said local of said union shall be unable to furnish a cutter to said employer, and work is not provided for the employes, said employes shall not receive further compensation.

"That this agreement becomes effective on April 10th, 1909, and continue in force until April 10th, 1910."

No concessions were made to the striking employes, the cap manufacturers refusing to accede to the terms of the proposed agreement. After a period of fifty-two days' time had elapsed many of the disaffected operatives returned to their employment under former conditions as individuals, the strike, therefore, resulted in a failure.

A strike of two days' duration which resulted unsuccessfully for the disaffected employes, took place at the plant of the Anotomik Footwear Company at Shelton May 1, 1909. The stated cause of the difficulty was the discharge of an employe for the reinstatement of whom the striking employes contended. An extract from a signed report of a Committee of the Boot and Shoe Workers' Union concerning the matter is printed herewith:

"A committee of the employes was appointed, and finding the trouble unwarranted, reported the same to the shop's crew, who decided to resume work May 3, 1909."

A strike which resulted unsuccessfully was inaugurated at Norwich May 3, 1909. The contending parties were sev-

enty persons employed as masons' tenders and various employing contracting builders. The cause of the difficulty was the demand on the part of the workmen of an increased wage rate. Ten days' time was consumed in efforts to bring about a satisfactory solution of the differences resulting in failure.

Objection to the employment of an employe not in good standing with the Carpenters' union, was the cause of a strike which was of but two days' duration at Bridgeport May 4, 1909. From information at hand it appears that the man above referred to was employed by the Eastern Concrete Construction Company, contractors in the erection of a building for Harvey Hubbell. The difficulty was satisfactorily adjusted after two days' time had elapsed as above written.

Because of a misunderstanding relating to daily hours of labor, die makers and cutters to the number of fourteen, employed by the Hoggson & Pettis Company at New Haven, struck work May 8, 1909. Eighteen days' time was consumed in endeavors to reach a settlement with no satisfactory result. In effect the strike was unsuccessful, the employing firm making no concessions.

A strike lasting three days, was inaugurated at the plant of the Boesse-Peppard Company at South Norwalk June 29, 1909. About thirty-five persons employed as stitchers were involved and the alleged cause of the disagreement was the institution of the "piece system" of production in place of "day work" as formerly. The company maintained its authority in adopting the "piece plan" and the result was, therefore, in the nature of a failure.

About sixty journeymen bakers, employed by various master bakers, struck work in New Haven July 25, 1909. The men contended for a ten-hour day and an increase of wages as well. It might be said that the strike resulted in a partial success for the dissatisfied employes, as after five days' time had elapsed a major part of the employing master bakers had

acceded to the demands of the workmen while the remainder continued the former schedule of hours and wages.

Differences between employer and employes, caused by dissatisfaction with a foreman, was the given reason for cessation of work at the cigar manufacturing plant of H. B. Fromer at New Haven July 29, 1909. Six days' time was consumed in reaching a settlement which was in effect satisfactory to the dissatisfied workmen.

Fourteen laborers employed by W. H. Terry at Bridgeport, struck work August 2, 1909. The reason elicited for the difficulty was objection on the part of the men to an alleged increase in the number of working hours per day. The strike was of but one day's duration; no concession was made by the employer and other men were engaged to take the places of those who refused to return.

A strike resulting unsuccessfully for the employes took place at the plant of the American Woolen Company at Moosup August 2, 1909. The given cause for the difficulty was the inauguration of a wage system which, it was claimed by the employes, effected a material reduction in possible weekly earnings. The stated contention of the employing company was that the proposed system was the same as was in use in the other mills conducted by it and was, therefore, eminently fair. Eight days' time was consumed and lost by the employes with no satisfactory result.

On August 3, 1909, a strike occurred at New Haven in which approximately seventy-five journeymen plumbers, steam and gas-fitters were involved. Various employing master plumbers having refused the demand that none but regularly registered helpers be employed, the men struck work on the date named.

After seven days' idleness the difficulty was adjusted amicably and the disaffected employes returned to work. The question of registered helpers, it was stated, to be under the

control of a joint committee consisting of three master plumbers and three journeymen. It was also decided that there shall be but one helper for each journeyman, a point which was favored by both sides to the controversy, as tending to correct some abuses which have existed in the trade.

Because of a proposed reduction in the piece price paid per skirt seven employes of the New England Skirt Manufacturing Company at Norwich struck work September 7, 1909. The striking employes were unsuccessful in the contention made, returning to their employment under former conditions after four days' idleness.

On September 21, 1909, seventeen operatives employed as "dresser tenders" by the French River Textile Company at Mechanicsville in Thompson, struck work, demanding an advance in wage rate and for an increased scale for overtime. Six days' idleness resulted when the employes returned to work under former conditions.

A strike in which the men were successful and of but one day's duration took place at Southington September 23, 1909. Eight employes of Anthony G. Boyce engaged as hod-carriers in the construction of an industrial building, struck work demanding an increase in wage rate. As indicated above the demand was acceded to without delay.

A strike, in which approximately three hundred and eighty hod carriers and other building laborers were involved, took place at New Haven October 4, 1909. The various building contractors, by whom the disaffected men were employed, refused the demand made for an increase in wages and the difficulty remained in an unsettled condition for thirty days. No concessions were made by the employers or men and the strike was, therefore, unsuccessful.

On October 5, 1909, sixteen men employed in the dye room of the mill of the Hammond & Knowlton Silk Company at

Putnam, struck work. The given cause of the difficulty was the allegation of the striking employes that they were receiving but five days' pay for what was deemed by them nearly six days' work. Two and one-half days' time elapsed when the matter was satisfactorily adjusted and the men returned to their employment.

Because of the alleged employment of non-union men five carpenters employed by Joseph A. Martin, at Willimantic, struck work October 5, 1909. Five days' time elapsed before the difficulty was adjusted when the objectionable employes became associated with the Carpenters' Union and operations were resumed.

On October 20, 1909, approximately twenty box makers employed by the National Folding Box & Paper Company at New Haven struck work. The assigned reason for this action was the refusal on the part of the employing company to change the existing piece price system to the day system as demanded by the disaffected employes. The difficulty was of but three days' duration when the plant resumed operations under former conditions.

The table follows:

STRIKES

Date.	Employee.	Employer.	Location.
1909			
Jan. 5...	Iron Molders	O. B. North & Co.	New Haven.....
" 9...	Press Operators	Leeds & Catlin Co.	Middletown.....
" 16...	Hatters	Various Hat Manufacturers	Danbury and vi-
" 16...	Hatters	Various Hat Manufacturers	Norwalk.....
" 21...	Tobacco Sorters	S. Rossin	New Milford.....
Mch. 8...	Laborers	Snare, Trieste & Co.....	Bridgeport.....
" 10...	Cap Makers	Aplar, Abenstein & Co.	New Haven.....
" 10...	Carpenters	John W. Allen & Son	New Britain.....
" 15...	Carpenters	Various Contracting Build-	New Britain.....
" 16...	Iron Molders	Bridgeport Malleable Iron	Bridgeport.....
" 26...	Iron Molders	Manufacturers Foundry Co.	Waterbury.....
April 2...	Spinners and Weavers ...	Lawton Mills Corp.	Plainfield.....
" 12...	Cap Makers	Various Cap Manufacturers	New Haven.....
May 1...	Shoe Makers	Anatomik Footwear Co. ...	Huntington (Shel-
" 3...	Masons' Tenders	Various Contracting Build-	Norwich.....
" 4...	Carpenters	Eastern Concrete Construc-	Bridgeport.....
" 8...	Die Sinkers	Hoggson & Pettis Co.	New Haven.....
June 29...	Stitchers	Boesse-Peppard Co.	Norwalk.....
July 25...	Journeyman Bakers	Employing Bakers	New Haven.....
" 29...	Cigar Makers	H. B. Fromer.....	New Haven.....
Aug. 2...	Laborers	W. H. Terry	Bridgeport.....
" 2...	Spinners	American Woolen Co.	Plainfield (Moo-
" 3...	Journeyman Plumber	Various Employing Master	New Haven.....
" 3...	Steam and Gas Fitters..	Plumbers	New Haven.....
Sept. 7...	Skirt Makers	New England Skirt Mfg. Co.	Norwich.....
" 21...	Dresser Tenders	French River Textile Co...	Thompson (Me-
" 23...	Hodcarriers	Anthony G. Boyce	Southington.....
Oct. 4...	Hodcarriers and Laborers..	Various Contracting Build-	New Haven.....
" 5...	Dyers' Helpers	Hammond & Knowlton Silk	Putnam.....
" 5...	Carpenters	Co.	Windham (Willi-
" 20...	Boxmakers	Joseph A. Martin	Windham (Willi-
" 20...	Boxmakers	National Folding Box &	New Haven.....
" 20...	Boxmakers	Paper Co.	New Haven.....

AND LOCKOUTS.

No. In- volved.	Duration.	Cause of Difficulty.	Result.
40	18 days	Demand for restoration of former wage rate	Unsuccessful
10	9 days	Demand for increase in wages	Unsuccessful
3,875	122 days	Objection to discontinuance of Union Label	Successful
300	243 days	Objection to discontinuance of Union Label	Unsettled
50	3 days	Objection to reduction in wages	Unsuccessful
30	1 day	Demand for increase in wages	Unsuccessful
7	78 days	Disagreement regarding payment of wages ..	Unsuccessful
18	46 days	Objection to the use of material produced by non-union men	Unsuccessful
80	42 days	Demand that all material used should be union-made	Unsuccessful
200	4 days	Demand for restoration of former piece prices and that helpers be supplied	Unsuccessful
80	2 days	Disagreement regarding employment of ap- prentices	Unsuccessful
300	3 days	Requirement that employes should perform certain work	Unsuccessful
45	52 days	Demand for change in working schedule and more holidays	Unsuccessful
9	2 days	Objection to discharge of certain employe..	Unsuccessful
70	10 days	Demand for increase in wage rate	Unsuccessful
24	2 days	Objection to employment of non-union men	Successful
14	18 days	Dissatisfaction with schedule of hours	Unsuccessful
35	3 days	Objection to operations of piece work system	Unsuccessful
60	5 days	Demand for adoption of ten-hour day and increase in wages	Partially Successful
27	6 days	Dissatisfaction with a foreman.....	Successful
14	1 day	Objection to increase in number of working hours	Unsuccessful
12	8 days	Objection to change in wage system	Unsuccessful
75	7 days	Demand that none but registered helpers be employed	Successful
7	4 days	Objection to reductions in piece prices	Unsuccessful
17	6 days	Demand for increase in wage rate	Unsuccessful
8	1 day	Demand for increase in wage rate	Successful
380	30 days	Demand for increase in wage rate	Unsuccessful
16	2½ days	Dissatisfaction with wage rate	Successful
5	5 days	Objection to employment of non-union men	Successful
20	3 days	Demand for change from piece to day schedule	Unsuccessful

LABOR LAWS OF CONNECTICUT.

General Statutes, Revision of 1902, and Amendments, January Sessions,
1903, 1905, 1907 and 1909.

Section 1. Wages paid weekly. The comptroller shall make weekly payments of wages to all persons employed by him about the state capitol and grounds, except those who are employed only during a session of the general assembly, or whose compensation is fixed by law.—*General Statutes, 1902, Section 136.*

Sec. 2. Claims for wages, when preferred. All debts due to any laborer or mechanic for personal wages, from any insolvent debtor whose estate is in settlement, for any labor performed for him within three months next preceding the commencement of proceedings in insolvency, shall be allowed by the commissioners on his estate, and paid in full by the trustee, to the amount of one hundred dollars, before the general liabilities of such debtor are paid.—*General Statutes, 1902, Section 271.*

Sec. 3. Costs where wages only are attached. In any action in which wages only are attached, no costs shall be taxed in favor of the plaintiff, unless it shall appear to the court or justice of the peace before which or whom such action is brought, that demand was made upon the defendant for the payment of the claim sued for, not more than thirty days nor less than three days prior to the bringing of such action.—*General Statutes, 1902, Section 774.*

Sec. 4. Costs on attachment of debt for personal services. In any action in which, upon the service of process, moneys due to the defendant by reason of personal services are attached the plaintiff shall not recover of the defendant, as costs,

a sum exceeding one-half of the amount of damages recovered in the action.—*General Statutes, 1902, Section 777.*

Sec. 5. Attachment of wages; assignment of future earnings. No assignment of future earnings made as security for a loan or other indebtedness shall be valid unless the amount of such indebtedness shall be stated therein, together with the rate of interest to be charged thereon, nor unless the term for which such earnings are assigned shall be definitely limited in the assignment, nor unless such assignment shall bear a dated certificate of acknowledgement of the assignor made before a proper authority.

No such assignment shall be valid against an attaching creditor of the assignor unless, in addition to the provisions of the preceding section, such assignment shall be recorded before such attachment in the town clerk's office in the town where the assignor resides, or, if he resides without the state, in the town where the employer resides, and a copy thereof left with the employer from whom the wages are to become due.

All certificates of acknowledgment required under section one of this act shall bear date of the day such acknowledgment is made, and any person who shall intentionally date such a certificate of acknowledgment as of a date other than the actual date such acknowledgment is made, shall be fined not more than twenty-five dollars, or imprisoned for not more than thirty days or both.—*Public Acts of 1905, Chapter 78.*

Sec. 6. Property exempt from attachment and execution. The following property shall be exempted, and not liable to be taken by warrant, attachment, or execution, namely of the property of any one person, his necessary apparel, bedding, and household furniture, the arms and military equipments, uniforms or musical instruments owned by any member of the militia for military purposes, any pension moneys received from the United States, while in the hands of the pensioner, implements of the debtor's trade, his library not exceeding five hundred dollars in value, one cow not exceeding one hundred and fifty dollars in value, any number of sheep not exceeding ten nor exceeding in all one hundred and fifty dollars in value; two swine and two hundred pounds of pork,

and poultry not exceeding twenty-five dollars in value; of the property of any one person having a wife or family, twenty-five bushels of charcoal, two tons of other coal, two hundred pounds of wheat flour, two cords of wood, two tons of hay, two hundred pounds each of beef and fish, five bushels each of potatoes and turnips, ten bushels each of indian corn and rye, or the meal or flour manufactured therefrom; twenty pounds each of wool and flax, or the yarn or cloth made therefrom; the horse of any practicing physician or surgeon, of a value not exceeding two hundred dollars, and his saddle, bridle, harness, buggy, and bicycle; one boat, owned by one person and used by him in the business of planting or taking oysters or clams, or taking shad, together with the sails, tackle, rigging, and implements used in said business, not exceeding in value two hundred dollars; one sewing machine being the property of any one person using it, or having a family; one pew, being the property of any person having a family who ordinarily occupy it; and lots in any burying ground, appropriated by its proprietors for the burial place of any person or family.—*General Statutes, 1902, Section 907.*

Sec. 7. Exemption of wages, benefits and insurance monies. So much of any debt which has accrued by reason of the personal services of the defendant as shall not exceed twenty-five dollars, including wages due for the personal services of any minor child, shall be exempted and not liable to be taken by foreign attachment or execution; but there shall be no exemption of any debt accrued by reason of the personal services of the defendant against a claim for the defendant's personal board, or for the rental of any house or tenement occupied by the defendant as a place of residence when such rental shall not exceed the sum of twenty-five dollars; provided, that in any action founded upon such claim, in which such debt is sought to be attached by foreign attachment, the complaint shall set forth only the true cause of action, and the amount due thereunder, so that the garnishee may be informed, from the allegations of the complaint, of the real nature and amount of the demand. All benefits allowed by any association of persons in this state towards the support of any of its mem-

bers incapacitated by sickness or infirmity from attending to his usual business shall also be exempted and not liable to be taken by foreign attachment or execution; and all moneys due the debtor from any insurance company upon policies issued for insurance upon property, either real or personal, which is exempt from attachment and execution shall in like manner be exempted to the same extent as the property so insured.—*General Statutes, 1902, Section 909. As amended by Act of 1903, Chapter 95, by Act of 1905, Chapter 195, and by Act of 1909, Chapter 181.*

Sec. 8. Unlawful exhibition or employment of child. Every person who shall exhibit, use, employ, apprentice, give away, let out, or otherwise dispose of any child under the age of twelve years, in or for the vocation, occupation, service, or purpose of rope or wire walking, dancing, skating, bicycling, or peddling, or as a gymnast, contortionist, rider, or acrobat, in any place whatever or for or in any obscene, indecent, or immoral purpose, exhibition, or practice whatsoever; or for or in any business, exhibition, or vocation, injurious to the health, or dangerous to the life or limb of such child; or who shall cause, procure, or encourage any such child to engage therein, shall be fined not more than two hundred and fifty dollars, or imprisoned not more than one year, or both. But nothing herein shall prevent the employment of any such child as a singer or musician, in any church or school, or in learning or teaching the science or practice of music.—*General Statutes, 1902, Section 1163.*

Sec. 9. Enticement of minor from lawful service. Every person who shall eloin any lawfully bound minor from the service or custody of his master, or shall entice such minor from such service, shall be fined not more than one hundred dollars, or imprisoned not more than six months.—*General Statutes, 1902, Section 1250.*

Sec. 10. Intimidation; boycotting. Every person who shall threaten, or use any means calculated or intended to intimidate any person to compel such person, against his will, to do or abstain from doing any act which such person has a legal right to do, or shall persistently follow such person in a dis-

orderly manner, or injure or threaten to injure his property, with intent to intimidate him, shall be fined not more than one hundred dollars, or imprisoned not more than six months.—*General Statutes, 1902, Section 1296. As amended by Act of 1909, Chapter 202.*

Sec. 11. Attempt to prevent laborers joining labor organizations. Every person, and every agent or officer of any corporation who shall coerce or compel, or attempt to coerce or compel, any laborer, mechanic, or other employee in the employ of such person or corporation, to agree, that as a condition of retaining his position as such employee, he will not join any labor organization, shall be fined not more than two hundred dollars, or be imprisoned not more than six months, or both.—*General Statutes, 1902, Section 1297.*

Sec. 12. Blacklisting. Any person or any officer or agent of any corporation, company, or firm who shall blacklist any employe, mechanic, or laborer, or publish or cause to be published the name of any employe, mechanic, or laborer with the intent and for the purpose of preventing such employe, mechanic, or laborer from engaging in or securing employment from any other person, corporation, company, or firm, or shall in any manner conspire or contrive, by correspondence or otherwise, to prevent such employe, mechanic, or laborer from procuring employment, shall be punished by a fine of not less than fifty and not more than two hundred dollars; provided, however, that the provisions of this act shall not be construed so as to prohibit any person, or any officer or agent of any corporation, company, or firm from giving a truthful statement of any facts concerning a present or former employe of such person, corporation, company, or firm, on the application of such employe or of any person, or any officer or agent of any corporation, company, or firm who may be considering the employment of such employe.—*Public Acts of 1909, Chapter 153.*

Sec. 13. Work or Recreation on Sunday. Every person who shall do any secular business or labor, except works of necessity or mercy, or keep open any shop, warehouse, or any manufacturing or mechanical establishment, or expose any property for sale, or engage in any sport between twelve

o'clock Saturday night and twelve o'clock Sunday night, shall be fined not more than fifty dollars. The provisions of this section shall not affect the issue or service of any criminal complaint or any proceedings thereon, nor the performance by haywards of their duties, nor the issue or service of complaints for injunctions and orders thereon, nor the issue or service of any other civil process, except between sunrise and sunset on Sunday.—*General Statutes, 1902, Section 1369.*

Sec. 14. Persons who observe Saturday excepted from Sunday law. No person who conscientiously believes that the seventh day of the week ought to be observed as the Sabbath, and actually refrains from secular business and labor on that day, or who conscientiously believes that the Sabbath begins at sundown on Friday night and ends at sundown on Saturday night, and actually refrains from secular business and labor during said period, and who has filed written notice of such belief with the prosecuting attorney of the court having jurisdiction, shall be liable to prosecution for performing secular business and labor on Sunday, provided he disturbs no other person who is attending public worship.—*Public Acts of 1907, Chapter 189.*

Sec. 15. Employers' threats. Every person who shall, at or within sixty days prior to any electors, town, city, borough, or school meeting, attempt to influence the vote of any operative in his employ by threats of withholding employment from him, or by promises of employment, or who shall dismiss any operative from his employment on account of any vote he may have given at any such meeting, shall be fined not less than one hundred dollars nor more than five hundred dollars, or imprisoned not less than six months, nor more than twelve months, or both.—*General Statutes, 1902, Section 1700.*

Sec. 16. Mechanics' lien. Whenever any certificate of mechanics' lien lodged with a town clerk does not disclose the name of the owner of the premises against which such lien is claimed, such town clerk shall ascertain and index the same from such information as he may be able to obtain from the town records or otherwise; but he shall not be liable to mistake in ascertaining such name.—*General Statutes, 1902, Section 1849.*

Sec. 17. Duties of parents and guardians. All parents and those who have the care of children shall bring them up in some lawful and honest employment, and instruct them or cause them to be instructed in reading, writing, spelling, English grammar, geography, arithmetic, and United States history. Every parent or other person having control of a child over seven and under sixteen years of age shall cause such child to attend a public day school regularly during the hours and terms the public school in the district wherein such child resides is in session, or while the school is in session where provision for the instruction of such child is made, according to law, unless the parent or person having control of such child can show that the child is elsewhere receiving regularly thorough instruction during said hours and terms in the studies taught in the public schools. Children over fourteen years of age shall not be subject to the requirements of this section while lawfully employed at labor at home or elsewhere, but this provision shall not permit such children to be irregular in attendance at school while they are enrolled as scholars, nor exempt any child who is enrolled as a member of, from any rule concerning irregularity of attendance which has been enacted or may be enacted by the town school committee, board of school visitors, or board of education, having control of the school.—*General Statutes, 1902, Section 2116.*

Every town shall furnish, by transportation or otherwise, school accommodations so that every child over seven and under sixteen years of age can attend school as required in section 2116 of the general statutes. If any town refuses or neglects to furnish such accommodations, the parent or guardian of any child who is deprived of schooling, or any agent or officer whose duty it is to compel the observance of the laws concerning attendance at school, may in writing request a hearing by the town school committee, board of school visitors, or board of education, as the case may be, and said officers shall give such person a hearing within ten days after receipt of written request therefor and shall make a finding within ten days after said hearing.

Any parent, guardian, or officers aggrieved by such finding may take an appeal therefrom to the state board of education,

which shall give a public hearing in the town in which the cause of complaint arises. If it appears that any child is illegally or unreasonably deprived of schooling, said board shall request the proper school officer to make arrangements to enable the parent or guardian to comply with the provisions of section 2116 of the general statutes. If such school officers do not take action upon such request within one month after receipt thereof, and no suitable provision is made for children deprived of schooling, there shall be a forfeiture of the money appropriated by the state for the support of schools amounting to two dollars and twenty-five cents for each child for every week such child is deprived of schooling.—*Public Acts of 1909, Chapter 116.*

Whenever the school visitors, town school committee, or board of education of any town or district shall by vote decide, or whenever the state board of education shall ascertain that a child over fourteen and under sixteen years of age has not schooling sufficient to warrant his leaving school to be employed, and shall so notify the parent or guardian of said child in writing, the parent or guardian of said child shall cause him to attend school regularly during the days and hours that the public school in the district in which said parent or guardian resides is in session, and until the parent or guardian of said child has obtained from said board of school visitors, town school committee, or board of education, or from the state board of education, if the notice shall have been given by the said state board of education, a leaving certificate stating that the education of said child is satisfactory to said visitors, town school committee, or board of education, or to said state board of education, as the case may be; provided, that said parent or guardian shall not be required to cause his child to attend school after the child is sixteen years of age. Each week's failure on the part of a person to comply with the provisions of this section shall be a distinct offense, punishable with a fine not exceeding five dollars, and the provisions of Section 2117 shall be applicable to all proceedings under this act.—*Public Acts of 1903, Chapter 29. As amended by Act of 1905, Chapter 36.*

Sec. 18. Duties of citizenship shall be taught in the public schools. The state board of education shall prepare and distribute to every school an outline of questions and suggestions relating to said subject, and said outline may be used in said schools.—*Public Acts of 1903, Chapter 96.*

Sec. 19. Children to be furnished school accommodation. Every town in which a school has been discontinued shall furnish, whenever necessary, by transportation or otherwise, school accommodations so that every child over seven and under sixteen years of age can attend school as required in section 2116 of the general statutes. If any town refuses or neglects to furnish such accommodations, the parent or guardian of any child who is deprived of schooling, or any agent or officer whose duty it is to compel the observance of the laws concerning attendance at school, may, in writing, request a hearing by the town school committee, board of school visitors, or board of education, as the case may be, and said officers shall give such person a hearing within ten days after receipt of his written request therefor, and shall make a finding within ten days after said hearing.

Any parent, guardian, or officer aggrieved by said finding may take an appeal therefrom to the board of selectmen, which shall give a public hearing in the town in which the cause of complaint arises. If it appears that any child is illegally or unreasonably deprived of schooling, said board shall require the proper school officer to make arrangements to enable the parent or guardian to comply with the provisions of Section 2116 of the general statutes.—*Public Acts of 1903, Chapter 210.*

Sec. 20. Employment of children under fourteen. Every person who shall employ a child under fourteen years of age during the hours while the school which such child should attend is in session, and every person who shall authorize or permit on premises under his control any such child to be so employed, shall be fined not more than twenty dollars for every week in which such child is so employed.—*General Statutes, 1902, Section 2119.*

Sec. 21. Penalty. Every parent or other person having control of a child, who shall make any false statement concerning the age of such child with intent to deceive the town

clerk or registrar of births, marriages and deaths of any town, or the teacher of any school, or shall instruct a child to make any such false statement shall be fined not more than twenty dollars.—*General Statutes, 1902, Section 2120.*

Sec. 22. Report of violations of law. The school visitors or the town school committee in every town shall, once or more in every year, examine into the situation of the children employed in all manufacturing establishments, and ascertain whether all the provisions of this chapter are duly observed, and report all violations thereof to the proper prosecuting authority.—*General Statutes, 1902, Section 2121.*

Sec. 23. Number of weeks of school; studies; age of admission. Public schools shall be maintained for at least thirty-six weeks in each year in every town and school district. No town shall receive any money from the state treasury for any district unless the school therein has been kept during the time herein required; but no school need be maintained in any district in which the average attendance at the school in said district during the preceding year, ending the fourteenth day of July, was less than eight. In said school shall be taught, by teachers found duly qualified, reading, spelling, writing, English grammar, geography, arithmetic, and United States history, and such other studies, including elementary science and training in manual arts, as may be prescribed by the board of school visitors, or town school committee. The public schools of every town and district shall be open to children over five years of age without discrimination on account of race or color, but school visitors, town school committees, and boards of education, may, by vote at a meeting duly called, admit to any school children over four years of age.—*General Statutes, 1902, Section 2130.*

Sec. 24. Text-books to be provided by town. Whenever an acting school visitor shall find that any pupils in the public schools are not supplied with the prescribed text-books, and in the opinion of said acting school visitor the parents of the pupils are unable to buy the required books, the said acting visitor shall purchase the said books, and shall certify the cost of the same to the selectmen, or the town school committee, as the case may be, who shall draw an order on the town treasurer

for the payment of the bill.—*General Statutes, 1902, Section 2136.*

Sec. 25. Evening schools in larger towns. Every town and school district having ten thousand or more inhabitants shall establish and maintain evening schools for the instruction of persons over fourteen years of age, in such branches as the proper school authorities of the town or district shall prescribe; and, on petition of at least twenty persons over fourteen years of age for instruction in any study usually taught in a high school, which persons in the opinion of the board of school visitors, town school committee, or board of education are competent to pursue high school studies, said town or district shall provide for such instruction; but this section shall not apply to a district located in a town which maintains such schools.—*General Statutes, 1902, Section 2145. As amended by Act of 1903, Chapter 135, and by Act of 1909, Chapter 5.*

Sec. 26. Management of evening schools. Boards of school visitors, town school committees, or boards of education, as the case may be, shall provide rooms, examine, employ, and pay the teachers, and shall have all the powers and duties in relation to evening schools that are by law conferred on them in connection with day schools.—*General Statutes, 1902, Section 2146.*

Sec. 27. Employment of child not attending evening school; penalty. No person over fourteen and under sixteen years of age, who cannot read and write, shall be employed in any town where public evening schools are established unless he can produce every school month of twenty days a certificate from the teacher of an evening school showing that he has attended such school eighteen consecutive evenings in the current school month, and is a regular attendant. Every person who shall employ a child contrary to the provisions of this section shall be fined not more than fifty dollars, and the state board of education shall enforce the provisions of this section as provided in Section 4707.—*General Statutes, 1902, Section 2147.*

Sec. 28. Public money for evening schools. The board of school visitors, or town school committee, as the case may be, of any town, or the board of education in any district, wherein

such evening schools are established and maintained, shall annually, on the first Monday in July, certify to the comptroller the average number of scholars attending such schools within the current school year, and the comptroller shall thereupon draw his order on the treasurer of the state in favor of such board of education, board of school visitors, or town school committee for the use of such schools, in the sum of two dollars and a quarter for each scholar included in the number so certified, and the treasurer shall pay the same upon presentation. No money shall be paid under the provisions of this section unless such evening schools have been maintained for at least seventy-five sessions in each school year, nor until the board of school visitors, board of education, or town school committee has reported to the state board of education concerning the condition and progress of said schools.—*General Statutes, 1902, Section 2148.*

Sec. 29. Establishment of evening schools in smaller towns. Any town of less than ten thousand inhabitants may, at its annual town meeting, or at a meeting warned for that purpose, vote to establish evening schools under the provisions of Sections 2145, 2146 and 2148.—*General Statutes, 1902, Section 2149.*

Sec. 30. When towns may be relieved from establishing. If any board of school visitors, board of education, or town school committee, shall deem it inexpedient or impracticable to establish a school under the provisions of this chapter and shall, on or before the fifteenth of October in any year, apply in writing to the state board of education to be relieved from the provisions of this chapter, and if said board shall, upon investigation, find the application to be reasonable, and shall so state in writing, the town or district so applying by its board of visitors, board of education, or town school committee shall not be subject to the provisions of Section 2145 until the beginning of the school year following the date of the application.—*General Statutes, 1902, Section 2150.*

Sec. 31. Property exempt from taxation. The following property shall be exempt from taxation: All property belonging to the United States or this state; buildings, with their appurtenances, belonging to any county, town, city, or bor-

ough; buildings or portions of buildings exclusively occupied as colleges, academies, churches, public schoolhouses or infirmaries; parsonages of any ecclesiastical society to the value of five thousand dollars; while used solely as such; buildings belonging to and used exclusively for scientific, literary, benevolent, or ecclesiastical societies, not including any real estate conveyed by any ecclesiastical society or public or charitable institution without reserving an annual income or rent or by a conveyance intended to be a perpetual alienation, and not including any real estate of any educational benevolent, or ecclesiastical corporation or association, whether held in the name of such corporation or association or by any person or persons in trust for such corporation or association, which is leased or used for other purposes than the specific purposes of such corporation or association, not including lands granted and given for the maintenance of the ministry of the gospel while leased; all lands used exclusively for cemetery purposes; the property to the amount of three thousand dollars of any pensioned soldier, sailor, or marine of the United States, who, while in service, lost a leg or arm, or suffered disabilities which by the rules of the United States pension office are considered equivalent to such loss; the property to the amount of three thousand dollars of any person, who, by reason of blindness, is unable by his labor to support himself and family; the property to the amount of one thousand dollars of every resident in this state who has served in the army, navy, marine corps, or revenue marine service of the United States in time of war, and received an honorable discharge therefrom; or, lacking such amount of property in his own name, so much of the property of the wife of any such person as shall be necessary to equal said amount; and property to the amount of one thousand dollars of the widow resident in this state, or, if there be no such widow, of the widowed mother resident in this state, of every person who has so served and has died, either during his term of service, or after receiving honorable discharge from said service; and property to the amount of one thousand dollars of pensioned widows, fathers, and mothers, resident in this state, of soldiers, sailors and marines, who served in the army, navy, or marine corps, or revenue marine service, of the

United States; wearing apparel of every person and family, not including watches and jewelry of any kind exceeding twenty-five dollars in value; household furniture, used by and belonging to any one family, to the value of five hundred dollars; farming tools, actually and exclusively used in the business of farming upon any one farm, not exceeding in value two hundred dollars; the produce of a farm, while owned and held by the producer, actually grown, growing, or produced, during the season next preceding the time of listing, including colts, calves and lambs; fuel and provisions for the use of any one family; swine to the value of fifty dollars; poultry to the value of twenty-five dollars; sheep and Angora goats owned and kept in this state to the value of one hundred dollars; cash not exceeding one hundred dollars; private libraries and books not exceeding two hundred dollars in value, and all public libraries; all musical instruments, not exceeding in value twenty-five dollars; all musical instruments used exclusively by churches; all fire engines, and other implements, used for the extinguishment of fires, with the buildings used exclusively for the safe-keeping thereof; the tools of a mechanic, actually used by himself in his trade, to the value of two hundred dollars; any horse used on parade in the performance of military service by the owner, his son, ward, or apprentice; all fishing apparatus, actually used by any one person or company, to the value of two hundred dollars; the stock or property of every incorporated agricultural society; the stock or securities issued by any ecclesiastical society, to raise funds for the erection, alteration, or repair of any church edifice, but only to the amount of the actual cost of such erection, alteration, or repair; all property of any hospital society which is supported wholly or in part by state appropriations; all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the

New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in Section 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.—*General Statutes, 1902, Section 2315. As amended by Act of 1903, Chapter 91.*

The valuation of land used and occupied by any municipality for the purpose of sewage disposal, which land is located in any other town than that in which such municipality is situated, shall be made and set in the list for the town in which such land is located at what would be its fair valuation for agricultural purposes.—*Public Act of 1907, Chapter 242.*

The assessors of every town shall, on or before the date required for the filing of their abstract with the town clerk, commencing with the year 1910, and every fourth year thereafter, make an inventory and valuation of all of the property exempt from taxation but which would be subject to taxation in such town except for such exemption, and shall make and file an abstract of such property with the town clerk on the date now provided for filing such abstract; and the town clerk shall, on or before the first day of July, 1910, and every fourth year thereafter, return to the tax commissioner a correct copy of such abstract of property exempt from taxation, stating separately the total value of such property belonging to educa-

tional, benevolent, or ecclesiastical societies, municipalities, and other corporations and persons, such statement to be made upon printed blanks to be prepared and furnished by the tax commissioner at least ninety days before the date prescribed for the filing of said statement. The tax commissioner shall publish such returns, and send a copy thereof to the board of assessors and to the town clerk of every town, and to each member of the general assembly next following the date of such publication.

Every such officer who shall fail to make and return such statement at the time and in the form required shall forfeit to the state one hundred dollars.—*Public Acts of 1909, Chapter 70.*

Sec. 32. Sanitary condition of bake shop. Every building or room occupied as a bakery shall be drained and plumbed in a manner conducive to its healthful and sanitary condition, and constructed with air shafts and windows or ventilating pipes sufficient to insure ventilation, as the factory inspector shall direct. Every bakery shall be provided with a wash-room and water-closet apart from the bakeroom and rooms where the manufacturing of food products is conducted; no water-closet, earth-closet, privy, or ash pit shall be within or communicate directly with a bakery. Rooms used for the manufacture of flour and meal food shall be at least eight feet in height; the side walls of such rooms shall be plastered or wainscoted, the ceiling plastered or ceiled with lumber or metal, and, if required by the factory inspector, shall be whitewashed at least once in three months; the furniture, utensils, and floor of such rooms shall be kept in healthful sanitary condition. The manufactured flour or meal food products shall be kept in dry, clean, and airy rooms. The sleeping rooms for persons employed in a bakery shall be separate from the rooms where food products are manufactured or stored. No person, firm, or corporation shall operate a bakery without having obtained from the factory inspector a certificate of inspection describing the building used as a bakery and stating that the same complies with the laws of this state relating to bakeries, which certificate shall be kept posted by the owner or operator of such bakery in a conspicuous place in the shop described in

such certificate or in the salesroom connected therewith. Such certificate may be revoked by said inspector, for cause, and when revoked said inspector shall cite the person operating such bakery, or, in the case of a corporation, the manager, to appear before him within ten days thereafter to show cause why such certificate should not remain revoked. No person, firm, or corporation shall open a new bakery without having given at least ten days' notice to the factory inspector of his intention to open such bakery, which notice shall contain a description of the building proposed to be used as such bakery and shall give its location. Upon receipt of such notice said inspector shall examine the premises, and if found to comply with the provisions of the statutes relating to bakeries he shall issue such certificate of inspection.

No room or rooms either wholly or partly underground, not now used as a bakery, shall hereafter be used as a bakery. No room or rooms wholly or partly underground, now used as a bakery, which shall hereafter be closed, shall be again used as a bakery.

No room or rooms wholly or partly underground which shall have been closed on account of fire, attachments, observance of religious ceremonies, or quarantine regulations, shall be deemed to be closed within the meaning of this act.

A bake shop shall be deemed to be closed whenever for any reason except those specified in Section three, the business of baking for the public shall be suspended therein.

Every person who violates any provision of this act shall be subject to the penalties provided by Section 2572 of the general statutes.

Duty of employer. No employer shall permit any person to work in his bake shop who is affected with pulmonary tuberculosis, scrofulous, or venereal disease, or with a communicable skin affection, and every employer shall maintain himself and his employees in a clean and sanitary condition while engaged in the manufacture, handling, or sale of such food products.

Factory inspector's orders. The owner, agent, or lessee of any property used as a bakery shall, within thirty days after the service of notice upon him of an order issued by the fac-

tory inspector, comply therewith, or cease to use or allow the use of such premises as a bake shop; such notice shall be in writing and may be served upon such owner, agent or lessee, either personally or by mail, and a notice by registered letter, mailed to the last known address of such owner, agent, or lessee, shall be sufficient service.

Penalty. Every person who violates any provision of Sections 2569, 2570 or 2571, or who fails to comply with an order of the factory inspector, shall be fined not more than fifty dollars for the first offense, not more than one hundred dollars or imprisoned not more than ten days for the second offense, and not more than two hundred dollars and imprisoned not more than thirty days for each subsequent offense.—*General Statutes, 1902, Sections 2569, 2570, 2571, 2572.. As amended by Act of 1906, Chapter 13, and by Act of 1909, Chapter 147.*

The provisions of sections 2569, 2570, 2571, and 2572 of the general statutes relating to bakeshops shall apply to all confectionery, candy, and ice cream factories, macaroni factories, and all other factories for the preparation of foodstuffs, tobacco, and cigars. In any factory of the above-named classes where the factory inspector shall have cause to suspect that an operative or employe has any disease enumerated in the statutes thereto pertaining, he shall have authority to cause an examination to be made of such suspected case by a physician.—*Section 14, Chapter 120, Public Acts of 1909.*

Sec. 33. Regulations concerning elevators. No person, partnership, or corporation shall permit or employ a person under the age of sixteen years to have the care, custody, operation, or management of an elevator. Every person, partnership, or corporation violating any provisions of this section shall forfeit not more than twenty-five dollars for each offense.—*General Statutes, 1902, Section 2614.*

Sec. 34. Fire escapes to be provided. Every story above the first story of a building used as a schoolhouse, orphan asylum, insane asylum, reformatory, opera house, hall for public assemblies, boarding house accommodating more than twelve persons or tenement house occupied by more than five families, shall be provided with more than one way of egress, by stairways on the inside or fire escapes on the outside of such build-

ing. Said stairways and fire escapes shall, at all times, be kept free from obstruction and shall be accessible from each room in every story above the first story.

Fire escapes in hotels. In any building specified in Section 2628, or any workshop, manufactory, hotel, boarding house, tenement house, or other building used, in whole or in part, for any of the purposes there specified, or in which more than twenty persons shall be employed above the first story, shall be more than two stories in height, it shall be provided with at least one fire escape, of iron or other incombustible material, on the outside of said building; unless, in the opinion of the authority inspecting the same, such building is sufficiently supplied with safe and proper means of egress; and if such building shall be more than one hundred and fifty feet in length it shall be provided with one such fire escape for every one hundred and fifty feet, or fractional part thereof exceeding fifty feet, and such fire escapes shall be conveniently accessible from each story of said building.

Penalty. The owner of every such building shall provide such fire escapes and means of egress, or cause the same to be provided, and, if he shall neglect to do so for a period of three months after notice from the building inspector or other proper authority, he shall be fined not more than five hundred dollars, or imprisoned not more than six months, or both.

Duties of building inspectors. The building inspector of each city, the warden of each borough, or the first selectman of each town not having a building inspector, either by himself or by some proper person appointed by him, shall inspect all the above-named buildings at least once each year between April first and October first, and shall see that the provisions of Sections 2628, 2629 and 2630 are complied with; and for such purpose he shall have the right to enter any of said buildings in the day time, between the hours of nine and five o'clock. Said city, borough or town shall fix and pay the compensation for all such services.—*General Statutes, 1908, Sections 2628, 2629, 2630 and 2631.*

The factory inspector shall have power to enforce the provisions of section 2629 of the general statutes so far as concerns workshops and manufactories and may order fire es-

capas erected thereon whenever deemed by him to be necessary; and any owner, agent, or lessee neglecting or refusing to comply with such order shall be subject to the penalties prescribed in section 2683 of the general statutes.—*Public Acts of 1909, Chapter 10.*

Sec. 35. Connecticut School for Boys. Duties and powers of trustees. The board of trustees shall manage said school according to law; adopt rules for its management and the maintenance of strict discipline therein; provide instruction in religion, morality, and useful knowledge, and in some regular course of labor for the inmates; bind them out, discharge, or remand them; appoint a superintendent, not of their number, and other officers, whom they may remove for cause; prescribe their duties and compensation; adjust and certify all claims and accounts against said school; appoint as treasurer a member of said board, who shall give a bond to the state in such sum, not less than five thousand dollars, as the trustees shall require, conditioned for the faithful performance of his duties, and who shall pay all claims against said school after the same have been properly certified; and said board shall annually report under oath to the governor the condition and rules of the school.—*General Statutes, 1902, Section 2819.*

Sec. 36. Trustees may indenture boy as apprentice. The trustees shall have full power to place any boy committed to said school during minority, at such employment, and cause him to be instructed in such branches of useful knowledge as may be suitable to his age and capacity; and they may, with the consent of any such boy or his parents, or guardians, bind him out as an apprentice during his minority, or for a shorter period, to learn a trade, or to other employment as in their judgment will tend to his future benefit; and the president of the board shall, for such purpose, have power to execute and deliver, on behalf of the said board, indentures of apprenticeship for any such boy; and such indentures shall have the same force and effect as indentures of apprenticeship executed by his legal guardian, and shall be filed with the records in the office of said school.—*General Statutes, 1902, Section 2828.*

Sec. 37. Trustees to control persons and earnings of boys so placed. The trustees of said school shall have and exercise

full control of the persons and earnings of boys so placed out during their minority, and shall, at least once during every period of six months, obtain, by authorized visitation or inspection, definite and reliable information concerning their general deportment and progress in the occupations they are pursuing, and in general shall exercise in their behalf the care and supervision of guardians. The number and general condition of boys so placed out and cared for shall be embraced in the annual report of the trustees of the school.—*General Statutes, 1902, Section 2832.*

Sec. 38. Pupils may be bound out. The directors may bind out to service girls committed to said school for terms not exceeding the terms of their respective commitments.—*General Statutes, 1902, Section 2841.*

Sec. 39. Parent or guardian may indenture child to school. Any parent or guardian may indenture a child or ward to the Connecticut school for boys, or to the Connecticut industrial school for girls, on such terms as may be agreed upon between such parent or guardian and the trustees or directors of said schools, the expense to be paid quarterly in advance, and in case of any failure on the part of such parent or guardian so to pay said expense, the superintendent of such school may sue on such agreement.—*General Statutes, 1902, Section 2848.*

Sec. 40. Equal rights and restraints for all pupils. All children indentured or admitted to the Connecticut school for boys or to the Connecticut industrial school for girls, shall receive the same supervision, medical treatment, support, and education, and be subject to the same regulations, employment, and restraint.—*General Statutes, 1902, Section 2849.*

Sec. 41. Employment of veterans in public service. In every public department, and upon all public works of this state, honorably discharged union soldiers and sailors shall be preferred for appointment and employment. Age, loss of limb, or other physical impairment, which does not in fact incapacitate, shall not be deemed to disqualify them, provided they possess the other requisite qualifications.—*General Statutes, 1902, Section 2876.*

Sec. 42. Veteran discharged from employment; pay reduction. No honorably discharged soldier, sailor, or marine, hav-

ing served as such in the union army or navy during the war of the rebellion, holding a position by appointment or employment as janitor, engineer, or fireman in any public building owned by the state of Connecticut, or by any county, city or town, shall be removed from such position or employment except for incompetency or misconduct shown, or have his compensation reduced except for cause shown, and after a hearing of which he had due notice.—*General Statutes, 1902, Section 2877. As amended by Act of 1903, Chapter 60.*

Sec. 43. Appeal; reinstatement. Any such person, who shall be removed from any of said positions, or whose compensation shall be reduced while so employed, may appeal from said action or decision to the superior court in the county in which said person is employed. Such appeal shall be privileged in the order of its trial, and shall be tried to the court. The appellant shall give bond to the state or county, as the case may be, to pay all costs in case he fails to sustain his appeal. Costs as in civil actions shall be allowed the prevailing party. If said appeal shall be sustained, the appellant shall be reinstated on the same terms as to employment and compensation as existed prior to said removal, with full pay from the date of his removal.—*General Statutes, 1902, Section 2878.*

Sec. 44. State Prison—Powers and duties of warden; reward for good behavior. The warden shall manage the prison, subject to the rules of the directors and their written orders; he shall keep all the prisoners employed in such labor as the directors shall order, during the term of their imprisonment; and in case they are disobedient or disorderly, or do not faithfully perform their task, may put fetters and shackles on them, and moderately whip them, not exceeding ten stripes for any one offense, or confine them in dark and solitary cells; he shall keep a book in which a record shall be made of every punishment by solitary confinement, as follows; the name and number or other sufficient designation of the person punished; the day and hour when put in solitary confinement; the day and hour when released; the offense; and such remarks as may be necessary to complete the record; and shall also keep a record of the punishment inflicted upon each prisoner, showing its cause, mode and degree, and a like record of the conduct

of each prisoner. Any prisoner may, by prompt and cheerful obedience to the rules of said prison, earn a commutation or diminution of his sentence as follows: sixty days for each year, and *pro rata* for a part of a year, of a sentence which is for more than one year and not for more than five years; and ninety days for the sixth and each subsequent year, and *pro rata* for a part of a year; *provided*, that any serious act of insubordination or persistent refusal to conform to prison regulations occurring at any time during his confinement in said prison shall subject the prisoner, at the discretion of the warden and board of directors, to the loss of all or any portion of the time earned; but this provision shall not apply to prisoners sentenced to confinement in said prison for a term that is not greater than one year. Where any prisoner is held under more than one conviction the several terms of imprisonment imposed thereunder shall be construed as one continuous term for the purpose of estimating the amount of commutation which he may earn under the provisions of this section.—*General Statutes, 1902, Section 2900.*

Sec. 45. Warden; powers and duties, continued. The warden may employ such number of prisoners as may be approved by the board of directors outside the prison walls, within two miles thereof, under the charge of some proper officer of the prison. He shall provide for the prisoners suitable food and clothing, and proper implements and materials for their work, and shall provide for the relief of any sick or infirm prisoner, and shall be paid for the same out of the earnings of said prisoners, if sufficient, and if not, by the state; shall superintend the labor and conduct of the prisoners; shall act as general agent of the prison, in the purchases and sales therefor, which shall be for cash only; shall keep accurate accounts, and render the same to the directors at their stated meetings, and, when requested, communicate to them any information in his knowledge respecting the prison; and shall settle his accounts with the comptroller, quarterly, and may, in his own name, as warden, sue on any contract made by him in the business of said prison.—*General Statutes, 1902, Section 2901.*

Sec. 46. Convicts; employment restricted. No person anywhere confined for crime shall be employed in or about the manufacture or preparation of tobacco or of any article which in its use comes into contact with the mouth of a human being.—*General Statutes, 1902, Section 2902.*

Sec. 47. Discharge of prisoner held for costs. Every prisoner, detained only for the payment of costs, shall be allowed for his labor the wages paid journeymen for like labor; but if, in the opinion of the directors, he shall be unable to pay said costs, and has conducted himself well during his confinement, the warden may remit the amount of such costs, and discharge him.—*General Statutes, 1902, Section 2913.*

Sec. 48. Allowance for labor in payment of fine. Every prisoner held in said prison for non-payment of a fine shall be allowed one hundred dollars a year for his labor, from the time when his imprisonment for non-payment of said fine commenced, if, in the opinion of the warden and directors, he shall have been submissive to the officers of the prison during his confinement, and conducted himself as a faithful prisoner.—*General Statutes, 1902, Section 2914.*

Sec. 49. Employment of convicts and prisoners. The county commissioners may require all convicts to work according to their ability, permit other prisoners, if they desire it, to be provided with materials for work and employment, require the deputy jailer or deputy jailers, other officers and employes, to superintend the conduct and labor of the prisoners, prescribe rules for the management, government, discipline, and employment of the prisoners in the jails and jail buildings of their respective counties, and the respective sheriffs shall enforce the same. Said commissioners shall visit the jails in their several counties at least once a month, and examine into their management, and audit all accounts pertaining to the jails.—*General Statutes, 1902, Section 2933.*

Sec. 50. Food; clothing; medical aid; work. The deputy jailer or deputy jailers under the rules and directions of the county commissioners, shall procure suitable food, clothing and medical aid for prisoners committed on criminal process, and such implements and materials as shall be proper for employing and keeping such prisoners at work, and said commission-

ers shall draw their orders in payment for the same upon the treasurers of their respective counties.—*General Statutes, 1902, Section 2935.*

Sec. 51. Workhouses—How established. Any town may establish a workhouse, and provide suitable buildings for the confinement of offenders sentenced thereto; furnish materials for their work, direct the kind of labor, and the manner and place in which it is to be performed, either in or out of the workhouse; and make any lawful regulations necessary to carry into effect the provisions of this chapter.—*General Statutes, 1902, Section 2960.*

Sec. 52. Duties of masters. The master shall receive all persons lawfully sent there, and keep them employed in such labor as they shall be able to perform; and if any one of them shall refuse to work in a proper manner, may put him in close confinement until he shall obey orders, and in case of great obstinacy or perverseness, may reduce him to bread and water until he shall be brought to obedience.—*General Statutes, 1902, Section 2962.*

Sec. 53. Corporations—Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, may, by its board of directors, distribute to the persons employed in its service, or to any of them, such portion of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution, by a majority vote of all the stockholders at a meeting warned and held for the purpose.—*General Statutes, 1902, Section 3342. As amended by Section 9, Chapter 194, Act of 1903.*

Sec. 54. Railroads—Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing,

notify its treasurer that they have not been paid by the contractors.—*General Statutes, 1902, Section 3696.*

Sec. 55. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.—*General Statutes, 1902, Section 3762.*

Sec. 56. Couplers to be approved by commissioners. No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad tracks as shall be designated by the commissioners.—*General Statutes, 1902, Section 3763.*

Sec. 57. Penalty. Every railroad company which shall permit a violation of any provision of Sections 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.—*General Statutes, 1902, Section 3764.*

Sec. 58. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.—*General Statutes, 1902, Section 3782.*

Sec. 59. Number of brakemen. Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall be kept at the brake of each car, but when the double action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which, in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they con-

sider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.—*General Statutes, 1902, Section 3799.*

The railroad commissioners shall have power to order, after a public hearing, such changes in the number of employes upon freight or passenger trains as in their opinion will conserve the public safety or the safety of such employes.

If any company shall fail to place upon any of its trains the number of brakemen required by the provisions of the general statutes or in pursuance of the foregoing provisions of this act, it shall forfeit twenty-five dollars to the state for each day of such neglect, to be recovered by the state's attorney in the county where such offense is committed.—*Public Acts of 1909, Chapter 219.*

Sec. 60. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employes concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.—*General Statutes, 1902, Section 3869.*

Sec. 61. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to platforms made pursuant to Section 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.—*General Statutes, 1902, Section 3870.*

Whenever the railroad commissioners deem it necessary, in the interests of the public, that any or all of the cars operated

by any street railway company upon any highway in this state shall be equipped with air brakes or other sufficient brakes, said railroad commissioners may order the company operating such cars to equip such cars with brakes, operated by air or otherwise, of such kind and in such manner as said railroad commissioners may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, alter, modify, or revoke any such order.

Any company operating such car or cars which shall neglect or refuse to comply with any order relating to brakes made pursuant to the provisions of section one of this act shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.—*Public Acts of 1909, Chapter 92.*

Sec. 62. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.—*General Statutes, 1902, Section 3875.*

Sec. 63. Exemption of homestead to one thousand dollars. Any person owning and actually occupying as a dwelling any building may execute a written declaration of his desire and intention that the same, together with any other real estate occupied and used by him in connection therewith, shall be held by him as a homestead exempt from execution, which declaration shall be executed and recorded like a deed of land, or may be expressed in any conveyance of any such property; and thereupon such property to the extent of one thousand dollars in value shall as a homestead be exempt from attachment, execution, or judgment lien for any debt or liability of such person incurred after the record of such declaration or conveyance, so long as such property shall be actually occupied by the owner as a dwelling; and if the same shall be sold for the payment of any such debt or liability after his decease, excepting expenses for his funeral and last sickness, such sale shall be subject to the right of occupation of such property by the widow or husband of the decedent, if any, for life, and by his children during their minority; and such right of

occupation shall be free from attachment, execution, or judgment lien for any debt or liability of such widow, husband, or children. Any homestead right of exemption may be released as to the whole or any part of the property so exempted, provided the husband or wife, if any, of the owner join in the declaration of release; the husband or widow may release his or her right of occupation in any such property; and the guardian of any minor child may, with the consent of the court of probate, release the right of occupation of such child in any real estate. All such releases shall be executed and recorded like deeds of land. No person shall have a homestead exemption in more than one dwelling at the same time.—*General Statutes, 1902, Section 4065.*

Sec. 64. Certificate of lien to be recorded. No such lien shall be valid, unless the person performing such services or furnishing such materials, within sixty days after he has ceased so to do, shall lodge with the town clerk of the town in which said building is situated a certificate in writing, describing the premises, the amount claimed as a lien thereon, and the date of the commencement of the performance of services or furnishing of materials, stating that the amount claimed is justly due, as nearly as the same can be ascertained, and subscribed and sworn to by the claimant; which certificate shall be recorded by the town clerk with deeds of land; but in case a party who might have filed such a certificate dies before filing the same, his executor or administrator may make and lodge such a certificate within three months from the time of qualification of such executor or administrator; *provided* that such certificate must be lodged within six months from the decease of the original claimant.—*General Statutes, 1902, Section 4136.*

Sec. 65. Notice of intent. Liens of subcontractors and material men. No person other than the original contractor for the construction, raising, removal, or repairing of the building, or a sub-contractor, whose contract with such original contractor is in writing, and has been assented to in writing by the other party to such original contract, shall be entitled to claim any such lien, unless he shall, after commencing, and not later than sixty days after ceasing, to furnish materials or

render services for such construction, raising, removal, or repairing, give written notice to the owner of such building that he has furnished or commenced to furnish materials, or rendered or commenced to render services, and intends to claim a lien therefor on said building; which shall be served upon said owner, if he resides in the same town in which said building is being erected, raised, removed, or repaired, by any indifferent person, by leaving with him or at his usual place of abode a true and attested copy thereof; and if said owner does not reside in said town, but has a known agent therein, such notice may so be served upon said agent, otherwise it may be served by any indifferent person, by mailing a true and attested copy of said notice to such owner at the place where he resides; and when there shall be two or more owners, such notice to one of them shall be notice to all; and said notice with the return of the person who served it indorsed thereon shall be returned to the original maker thereof within said period of sixty days. No subcontractor, without a written contract complying with the provisions of this section, and no person who furnishes material or renders services by virtue of a contract with the original contractor or with any subcontractor, shall be required to obtain an agreement with, or the consent of, the owner of the land, as provided in Section 4135, to enable him to claim a lien under this section.—*General Statutes, 1902, Section 4137.*

Sec. 66. Liens limited; apportionment; payments to original contractor. No such lien shall attach to any building or its appurtenances, or to the land on which the same may stand, in favor of any person, to a greater amount in the whole than the price which the owner agreed to pay for such building and its appurtenances; and when there shall be several claimants, and the amount of their united claims shall exceed such price, the claimants, other than the original contractor, shall be first paid in full, if the amount of such price is sufficient for that purpose; but if not, it shall be apportioned among the claimants, having such liens, other than the original contractor, in proportion to the amount of the debts due them respectively; and the court having jurisdiction thereof, on application of any person interested, may direct the manner in which

such claims shall be paid; but in determining the amount to which any lien or liens shall attach upon any land or building, the owner of such land or building shall be allowed whatever payments he shall have made, in good faith, to the original contractor or contractors, before receiving notice of such lien or liens. No payments made in advance of the time stipulated in the original contract shall be considered as made in good faith, unless notice of intention to make such payment shall have been given in writing to each person known to have furnished materials or rendered services at least five days before such payment is made.—*General Statutes, 1902, Section 4138.*

Sec. 67. Dissolution of mechanic's lien by substitution of bond. Whenever any mechanic's lien shall have been placed upon any real estate pursuant to Sections 4135, 4136 and 4137, the owner of such real estate, or any person interested therein, may make an application to any judge of the superior court of common pleas, or district court, that said lien be dissolved upon the substitution of a bond with surety, and such judge shall order reasonable notice to be given to the lienor of such application. If such lienor shall not be a resident of the state, such judge may order notice to be given by publication, registered letter or personal service. If such judge shall be satisfied that the applicant in good faith intends to contest such lien, he shall, if the applicant offer a bond, with sufficient surety, conditioned to pay to the lienor or his assigns such amount as a court of competent jurisdiction may adjudge to have been secured by said lien, with interest and costs, order said lien to be dissolved, and such bond substituted therefor, and shall return such application, notice, order, and bond to the clerk of the superior court for the county wherein such lien is recorded; and if the applicant, within ten days from such return, shall cause a copy of such order, certified by said clerk, to be recorded in the town clerk's office where such lien is recorded, such lien shall be dissolved. Whenever a bond shall be substituted for any lien after an action for the foreclosure of a lien has been commenced, the plaintiff in such foreclosure may amend his complaint without costs, so as to make the action one upon such bond. Whenever a bond shall have been sub-

stituted for any lien, pursuant to this section, unless an action shall be brought to recover upon such bond within two years from the date of recording the certificate of lien, such bond shall be void.—*General Statutes, 1902, Section 4139.*

Sec. 68. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of Sections 4136, 4137, 4138 and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.—*General Statutes, 1902, Section 4140.*

Sec. 69. Limitation of mechanic's lien. No mechanic's lien shall continue in force for a longer period than two years after such lien has been perfected, unless the party claiming such lien shall, within said period, commence an action to foreclose the same, and proceed therewith to final judgment; and every such lien after the expiration of two years without action commenced shall be discharged of record by the person claiming the same, upon the request of the owner of the property upon which the lien had been claimed.—*General Statutes, 1902, Section 4148.*

Sec. 70. Lien on vessel for materials or services. Every vessel in the construction or repairs of which, or of any of whose appurtenances, any person shall have a claim for more than twenty dollars, for materials furnished or services rendered, shall be subject to lien for the amount of such claim; and such lien shall be on such vessel and its appurtenances, and shall take precedence of any other incumbrance (except a lien for mariners' wages), originating subsequent to the commencement of such services, or the furnishing of such materials, subject to apportionment as provided by Section 4163,

and may be foreclosed like a mortgage of personal property.—*General Statutes, 1902, Section 4160.*

Sec. 71. Certificate to be left with town clerk, and copy with owner. No such claim shall remain a lien on such vessel or its appurtenances more than ten days after the person performing such services, or furnishing such materials, has ceased so to do, unless he shall sign and lodge with the town clerk of the town where such vessel was so constructed or repaired, a certificate in writing describing the kind of vessel, the amount claimed as a lien thereon, the place in the town where the services or materials were furnished, the date of the commencement of the performance of services or furnishing of materials, the name of the vessel if known to him, and the name of the owner or owner's agent, if known to him; which certificate the town clerk shall record in a book kept by him for that purpose; nor unless such person shall also leave a copy of such certificate with the owner of said vessel or his agent, if either of them are known to him to have a residence in this state.—*General Statutes, 1902, Section 4161.*

Sec. 72. Liens not to exceed contract price. Apportionment. No vessel or its appurtenances shall be subject to such liens for a greater amount in the whole than the price agreed to be paid for such vessel or its repairs; and when several liens shall be claimed by different persons to an amount in all exceeding such agreed price, the claimants other than the original contractor shall be first paid in full, if such amount be sufficient for that purpose, but if it be not sufficient, it shall be apportioned among the claimants other than the original contractor, in proportion to the amount of their respective claims and the court having jurisdiction thereof, on application of any person interested, may direct the manner in which such claims shall be paid.—*General Statutes, 1902, Section 4163.*

Sec. 73. Legal holidays. Days designated. In each year, the first day of January, the twelfth day of February (known as Lincoln Day), the twenty-second day of February, the thirtieth day of May, the fourth day of July, the first Monday of September (known as Labor Day), and the twenty-fifth day of December, or, whenever any of said days shall fall upon Sunday, the Monday next following such day, and any day

appointed or recommended by the governor of this state or the president of the United States as a day of thanksgiving, fasting, or religious observance, shall be a legal holiday.—*General Statutes, 1902, Section 4364.*

The twelfth day of October in each year hereafter shall be a legal holiday, and shall be known as Columbus Day. Whenever said day shall fall upon Sunday, the Monday next following said day shall be a legal holiday.—*Public Acts of 1909, Chapter 74.*

Sec. 74. Appointment of factory inspector. The governor shall, with the consent of the senate, on or before the fifteenth day of May, A. D., 1903, and before the first day of May quadrennially thereafter, appoint a factory inspector, who shall hold office for four years and until his successor is appointed and qualified. The governor may remove the inspector for cause. Said factory inspector shall receive an annual salary of twenty-five hundred dollars and necessary expenses.—*General Statutes, 1902, Section 4514. As amended by Act of 1903, Chapter 97.*

Sec. 75. Duties of factory inspector. The inspector shall examine all elevators, whether in factories, mercantile establishments, storehouses, workhouses, dwellings or other buildings, and may order hoistways, hatchways, elevator wells, and well holes to be protected by trapdoors, self-closing hatches, safety catches, or other safeguards as will insure the safety of all persons therein. Due diligence shall be used to keep such trapdoors closed at all times, except when in actual use by an occupant of the building having the use and control of the same. All elevator cabs or cars, whether used for freight or passengers, shall be provided with some suitable mechanical device, if considered necessary by said inspector, whereby the cab or car will be securely held in the event of accident to the shipper rope or hoisting machinery, or from any similar cause, and said mechanical device shall at all times be kept in good working order.

The factory inspector shall have power to enforce the provisions of section 2629 of the general statutes so far as concerns workshops and manufactories and may order fire escapes erected thereon whenever deemed by him to be necessary; and any

owner, agent, or lessee neglecting or refusing to comply with such order shall be subject to the penalties prescribed in section 2633 of the general statutes.

It shall be the duty of the person in active charge of any manufacturing or mercantile establishment to forward by mail to the factory inspector at his office in Hartford, within fifteen days after each accident resulting in serious physical injury to an employe while at work in such establishment, a written notice of every such accident of which he shall have knowledge, which notice shall state the name of the injured employe, the time of the accident, and the nature of the injury, and shall also contain a general description of the location in the establishment and of the character of the machine, if any, upon which the employe was at work at the time.

The factory inspector shall forthwith transmit to the person in charge of such establishment a written acknowledgment of the receipt of such notice, and shall keep a record of such accidents thus reported to him. Such records, notices, and reports to the factory inspector, and any investigation made by him or his deputies or agents, shall be privileged and confidential and shall not be open for examination or inspection, and neither such factory inspector nor any of his deputies or agents shall be a competent witness as to the facts involved in such accident in any proceeding pending in any court, unless such factory inspector, deputy, or agent was present at the time of the occurrence of the accident.

The term "accident resulting in serious physical injury," as used in this act, shall be construed to mean every accident which results in the death of the employe or causes his absence from work for at least one week thereafter.

Any person, after having received from the factory inspector forms for such notices, who shall fail to send notice of any accident as required by this act shall be fined not more than twenty dollars.—*General Statutes 1902, Section 4515. As amended by Act of 1903, Chapter 97, and by Chapters 10, 150, Acts of 1909.*

On and after January 1, 1908, any elevator for the carriage of passengers, used and operated in this state, which is not so constructed as to allow egress of persons from such elevator

in any position in which it might be stopped by accident, shall be so constructed or arranged that the roof or top of such elevator, or a sufficient portion thereof to allow egress of persons therefrom, may be conveniently opened from the inside; and no such elevator shall be thereafter used or operated which shall not be so constructed and arranged.

Any person or corporation operating a passenger elevator not so constructed, after January 1, 1908, shall be fined not more than twenty-five dollars for each offense.—*Public Acts of 1907, Chapter 156.*

Sec. 76. Appointment of deputies. The inspector may from time to time appoint deputies to assist him in the performance of his duties. Such deputies shall have the same power and authority as the inspector, subject to his approval. Each of said deputies shall receive a compensation of five dollars per day for actual services, and his necessary expenses incident to the performance of the duties of his office. The total amount expended under this section shall not exceed in any one year seven thousand dollars, which shall be paid upon proper vouchers by the deputies, signed by the inspector.—*Public Acts of 1903, Chapter 97.*

Sec. 77. The factory inspector shall, in addition to the deputy factory inspectors provided for by chapter 97 of the public acts of 1903, appoint from time to time, on the recommendation of an advisory commission of three women appointed by the governor for that purpose as specified in section five of this act, a female deputy factory inspector, who shall hold office until her successor is appointed and qualified, unless removed by said factory inspector for cause. Said female deputy factory inspector shall receive the compensation for services and expenses provided by section three of chapter 97 of the public acts of 1903 as amended by this act.

Said female deputy factory inspector shall inquire into the enforcement of the laws regulating the employment of women and girls in any manufacturing, mechanical, or mercantile establishment, investigate the conditions relating to the health and welfare of women and girls employed in such establishments, and report thereon to the factory inspector; provided, however, that she shall have no power or authority over and

no duty concerning any machinery, appliances, or fixtures except sanitary fixtures.

Said female deputy factory inspector shall have the same power and authority as the factory inspector, except as to machinery, appliances, and fixtures, subject to his approval, and shall serve under the direction of said factory inspector in all respects as other deputy inspectors.

Section three of chapter 97 of the public acts of 1903 is hereby amended by striking out the words "seven thousand" in the eighth line thereof and inserting in lieu thereof the words "nine thousand" and by inserting in the sixth line and in the seventh line after the word "his" the words "or her," so that said section as amended shall read as follows The inspector may from time to time appoint deputies to assist him in the performance of his duties. Such deputies shall have the same power and authority as the inspector, subject to his approval. Each of said deputies shall receive a compensation of five dollars per day for actual services, and his or her necessary expenses incident to the performance of the duties of his or her office. The total amount expended under this section shall not exceed in any one year nine thousand dollars, which shall be paid upon proper vouchers by the deputies, signed by the inspector.

The governor shall, on or before the first day of August, 1907, appoint three women, no two of whom shall be residents of the same town, who shall constitute an advisory commission for the appointment of a female deputy factory inspector and shall serve for two, four, and six years respectively; and biennially thereafter the governor shall appoint one member of said commission to serve for the term of six years. It shall be the duty of said commission to recommend to the factory inspector some woman for appointment as female deputy factory inspector, such recommendation to be made on or before October 1, 1907, and thereafter whenever a vacancy shall occur in said office.—*Public Acts of 1907, Chapter 241.*

Sec. 78. To make report to governor. The inspector shall, as often as practicable, examine all buildings and places where machinery is used, and may enter such buildings and places at all proper times for the purposes of inspection. He shall, on

or before the first of December in each year, make a report to the governor of the condition, as respects safety to life and health, of the factories, buildings, and places visited by him.—*General Statutes, 1902, Section 4515.*

Sec. 79. Sanitary conditions of factories. All factories and buildings where machinery is used shall be well lighted, ventilated, and kept as clean as the nature of the business will permit. The belting, shafting, gearing, machinery, and drums, of all factories and buildings where machinery is used, when so placed as, in the opinion of the inspector, to be dangerous to the persons employed therein while engaged in their ordinary duties, shall, as far as practicable, be securely guarded. No machinery other than steam engines in a factory shall be cleaned while running after notice forbidding the same is given by the inspector to the owners, or operators of the factory.—*General Statutes, 1902, Section 4516.*

Sec. 80. Use of stained glass windows forbidden. Every person, firm or corporation using stained, painted, or corrugated glass in factory windows, where the same is injurious to the eyes of the workmen therein, shall remove the same upon the order of the factory inspector.—*General Statutes, 1902, Section 4518.*

Sec. 81. Water-closets to be provided. Every person or corporation managing or operating any factory, or owning or controlling the use of any other building where more than five persons are employed, shall provide and keep in good sanitary condition suitable water-closet accommodations for the use of the persons employed.—*General Statutes, 1902, Section 4519.*

Sec. 82. Toilet rooms in foundries. The factory inspector shall have power and authority by order to that effect to require the proprietor of any foundry in this state in which ten or more men are employed, and situated in a locality where there is such system for the disposal of sewage as to make such order practicable, to provide for the use of such employes a toilet room of such suitable dimensions as such inspector may determine, containing washbowls or sinks connected with running water, with facilities for heating the same, such room to

be directly connected with such foundry building, properly heated, ventilated, and protected from the dust of said foundry.

Any person, company, or corporation failing to comply with such order shall be fined not more than fifty dollars in each prosecution for such neglect or refusal to obey such order.—*Public Acts of 1905, Chapter 140.*

Sec. 83. Notice of complaints by inspector. The inspector shall enforce the provisions of this chapter by giving proper orders or notices to the persons or corporations owning, operating, or managing the factories or buildings inspected by him, and shall make complaint to the state's attorneys of all violations of this chapter.—*General Statutes, 1902, Section 4520.*

Sec. 84. Order to remove excessive dust. Whenever the inspector, on complaint of any person, shall find it necessary, for the preservation of the health of the employes in any manufacturing establishment, factory, or mill in which is carried on the business of buffing, polishing, or grinding metals, or any operations in which an excessive amount of dust is generated, that such dust should be removed from the atmosphere of the rooms or apartments used for that purpose, he shall, in writing, direct the person, or corporation owning, occupying, or carrying on business in such premises, within three months from the date of said order, to introduce and operate such appliances or devices as may be necessary to remove, so far as the nature of the business will permit, such excessive dust or foreign matter; *provided*, that such appliances or devices do not restrict or interfere with the aforesaid business or operations.—*General Statutes, 1902, Section 4521.*

Sec. 85. Penalty for violation of orders. Every owner, lessee, or occupant of a factory or building included within the provisions of this chapter, or owning or controlling the use of any room in such building, shall, for the violation of any provision of Sections 4516, 4517, 4518, 4519, or 4521, or for obstructing and hindering the inspector of factories or his deputies in carrying out the duties imposed on them by law, be fined not more than fifty dollars, but no prosecution shall be brought for any such violation until four weeks after notice

has been given by the inspector to such owner, lessee, or occupant of any changes necessary to be made to comply with the provisions of said sections, and not then, if in the meantime, such changes have been made in accordance with such notification. Nothing herein shall limit the right of a person injured to bring an action to recover damages.—*General Statutes, 1902, Section 4522. As amended by Act of 1903, Chapter 53.*

Sec. 86. Notices of inspector. The orders and notices given by the inspector under this chapter shall be written or printed, signed by him officially, and may be served by himself or any proper officer or indifferent person, by leaving an attested copy thereof with or at the usual place of abode of the person upon whom service is to be made; and the notice, properly indorsed with the doings of the person or officer serving the same, shall be returned to the office of the town clerk of the town in which is located the factory, building, or business to which such notice appertains, where it shall be kept on file. Such notice, or copies thereof duly certified by the town clerk, shall be *prima facie* evidence that notice was given as therein appears. Notice to one member of a firm shall be notice to every member thereof, and notice to the president, secretary, or treasurer of a corporation shall be notice to such corporation. The fees for serving such orders and notices, unless served by the inspector, shall be the same as for the service of process in civil actions, and shall be included in the necessary expenses of the inspector.—*General Statutes, 1902, Section 4523.*

Sec. 87. Appeal. Any person, firm, or corporation aggrieved by any order of the factory inspector may appeal to the superior court in the county where the person, firm, or corporation owns, leases, or occupies the factory or building to which said order relates, within four weeks after notice of such order shall be given. Said appeal shall operate as *superseedeas*, shall be made in writing, and shall contain a brief statement of the facts and reasons of appeal and a citation to the inspector to appear before said court, and said court or a judge thereof may direct the time of appearance and the manner of ser-

vice. Said court may review the doings of the factory inspector, confirm, change, or set them aside, and make such orders in the premises, including orders as to costs, as it may find to be proper and equitable.—*General Statutes, 1902, Section 4524.*

Sec. 88. Office of inspector. The comptroller shall provide suitable rooms in the capitol for the inspector, and furnish him blank forms for the notices and orders required by this chapter, and for annual reports. The inspector shall keep in books provided by the comptroller copies of all notices and orders given by him, and a record of all inspections and examinations made; and upon the expiration of his term of office shall file his books of record with the secretary of state.—*General Statutes, 1902, Section 4525.*

Sec. 89. Examination of tenement houses. The inspector shall, as often as practicable, examine all buildings, apartments, rooms, and places in any tenement or dwelling house used for residential purposes and used in whole or in part by others than the immediate members of the family therein, for the manufacture of artificial flowers, purses, cigars, cigarettes, or any articles of wearing apparel intended for sale.—*General Statutes, 1902, Section 4527.*

Sec. 90. Inspector to be notified of work carried on. The persons engaged in the manufacture of such goods in such premises, within thirty days after beginning such manufacture, shall notify said inspector of the location of said workrooms, the nature of the work there carried on, and the number of persons therein employed.—*General Statutes, 1902, Section 4528.*

Sec. 91. Sanitary condition of workrooms. The person operating said workrooms shall keep the same at all times in a clean and sanitary condition, properly lighter, ventilated, and fit for the occupancy of the persons engaged in work therein. The inspector or any of his special agents shall notify the owner of such premises, and the person using the same for the purposes set forth in Section 4527 to provide ample means for lighting or ventilating such workrooms, and to put the same in a clean, sanitary, and fit condition for occu-

pancy for said work; and if said notification be not complied with in thirty days after the service of such notice, said inspector or any of his special agents shall cause complaint to be made to the proper prosecuting authority.—*General Statutes, 1902, Section 4529.*

Sec. 92. Penalty. Every person, firm, or corporation owning, using, or occupying any workroom for the purposes specified in Section 4527 shall, for the violation of any provision of Sections 4528 or 4529, be fined not more than five hundred dollars.—*General Statutes, 1902, Section 4530.*

Sec. 93. Bureau of Labor Statistics.—Management of bureau. There shall be a bureau of labor statistics, under the management of the commissioner.—*General Statutes, 1902, Section 4601.*

Sec. 94. Appointment of commissioner. The governor shall, with the consent of the senate, on or before the first of May, 1903, and every four years thereafter, appoint a commissioner of said bureau who shall hold office for four years, and until his successor is appointed and qualified. The governor may remove the commissioner for cause.—*General Statutes, 1902, Section 4602.*

Sec. 95. Rooms, clerk and compensation. The comptroller shall provide suitable rooms in the capitol for said bureau. The commissioner may appoint and remove at pleasure one clerk.—*General Statutes, 1902, Section 4603.*

Sec. 96. Duties of commissioner. The commissioner shall collect information upon the subject of labor, its relation to capital, the hours of labor, the earnings of laboring men and women and the means of promoting their material, social, intellectual, and moral prosperity; but for this purpose persons shall not be required to leave the vicinity of their residences or places of business.—*General Statutes, 1902, Section 4604.*

Sec. 97. Report. The commissioner shall annually report to the governor all the statistical details relating to his department.—*General Statutes, 1902, Section 4605.*

Chapter 183, Public Acts of 1907, provides that reports shall thereafter be made biennially.

Sec. 98. Employment of special agents. The commissioner may employ special agents to assist him in his investigations, who shall receive compensation for the time actually employed in such service.—*General Statutes, 1902, Section 4606.*

Sec. 99. Protection of alien laborers; penalty. The commissioner may appoint competent persons, familiar with the language of alien laborers, as special agents of the bureau, who shall inform said laborers, either personally or through printed matter in their language, as to their right of contract under the laws of the state, and prevent illegal advantage being taken of said laborers by reason of their ignorance, credulity, or want of knowledge of the English language. The appointment of such agents shall not be permanent, but simply to meet the exigencies of each case as presented to the commissioner, and they shall be paid the same compensation as is paid other agents of the bureau, the total expense in any one year not to exceed three hundred dollars. Every person who shall obtain or receive money due laborers ignorant of the English language, and shall retain any part thereof for his own use, without giving adequate consideration therefor, shall be fined not more than one hundred dollars, or imprisoned not more than one year, or both.—*General Statutes, 1902, Section 4607.*

Sec. 100. State employment bureaus; salaries. The public employment bureaus in New Haven, Hartford, Bridgeport, Norwich, and Waterbury shall remain as established. No compensation or fee shall be charged or received, directly or indirectly, from persons applying for employment or help through any such bureau. The commissioner of the bureau of labor statistics shall appoint for each bureau, and may remove for good and sufficient cause, a superintendent for the proper administration of its affairs. The commissioner of the bureau of labor statistics may establish and conduct branch public employment bureaus under the direction and control of the five established bureaus. Such branches may be established and conducted in any city within the state and shall be managed by the nearest bureau, *provided*, that in no case shall such a branch be established unless it can be conducted by the bureau taking charge thereof upon the appropriation

made for such bureau.—*General Statutes, 1902, Section 4608. As amended by Act of 1903, Chapter 33.*

Sec. 101. Certain terms defined. The term "person" in this chapter shall include persons, company, society, association, or corporation, and the term "employment agency" shall include the business of keeping an intelligence office, employment bureau, or other agency for procuring work or employment for persons seeking employment, or for acting as agent for procuring such work or employment where a fee or other valuable thing is exacted, charged, or received for registration, or for procuring or assisting to procure employment, work, or a situation of any kind, or for procuring or providing help for any person.—*General Statutes, 1902, Section 4609.*

Sec. 102. Licenses. No person shall open, keep, or carry on any such employment agency unless he shall procure a license from said commissioner authorizing the licensee to open, keep, or carry on such agency at a designated place, which license shall be issued by the commissioner on payment of a fee of ten dollars for the first year and five dollars for each succeeding year, which money shall be paid by him to the treasurer of the state. Every license shall contain a designation of the city, street, and number of the house, in which the person licensed shall carry on the said employment agency, and the number and date of such license. No person shall conduct an employment agency, or act as agent for procuring employment, in any building where liquor is sold.

The provisions of the general statutes shall not apply to any person supplying positions in connection with educational institutions, provided such person is not engaged in supplying positions for other employes.—*General Statutes, 1902, Section 4610. As amended by Act of 1905, Chapter 148.*

Sec. 103. Bond. Every person shall file with his application for a license a bond to the state in the sum of five hundred dollars, with surety approved by the commissioner, conditioned that the obligor shall not violate any provision of this chapter. The commissioner may cause an action to be brought on said bond in the name of the state for any violation of its conditions; and he may revoke any license whenever, in his judg-

ment, the person licensed shall violate any provision of this chapter.—*General Statutes, 1902, Section 4611.*

Sec. 104. Registers. Every person so licensed shall keep a register in which shall be entered, in the English language, the name and address of every applicant, and of every person who shall make application for help or servants, and the nature of the employment for which such help shall be wanted. Such registers shall at all reasonable hours be open to the examination of the commissioner and his agents.—*General Statutes, 1902, Section 4612.*

Sec. 105. Money to be returned for receipts. Every such licensed person shall give to each applicant for employment from whom a fee or other valuable thing shall be received for procuring such employment, which fee or valuable thing shall in no case exceed the value of ten per centum of the first month's wages, a receipt in which shall be stated the name of the applicant, the amount of the fee or other valuable thing, the date, the name or nature of the employment or situation to be procured, and a separate receipt in which shall be stated the name and address of the person or persons to whom the applicant shall be referred or sent for employment or work. In case the applicant shall not obtain or accept a situation or employment through the agency of such licensed person within one month after registration as aforesaid, said licensed person shall forthwith return to said applicant upon demand the full amount of the fee or valuable thing paid or delivered by said applicant to said licensed person, provided that such demand be made within thirty days after the expiration of the period aforesaid. In case the applicant shall accept the situation with the person to whom said applicant has been referred, said applicant shall forfeit the whole amount of the fee or valuable thing paid aforesaid. Every such receipt shall have printed on its back, in the English language, a copy of this section, and every licensed person shall cause a plain and legibly printed copy of this chapter to be posted in a conspicuous place in such agency or place of business. No person shall display on any sign, window, or in any publication, the name the Connecticut free public employment bureau, or a name similar

thereto.—*General Statutes, 1902, Section 4613. As amended by Act of 1905, Chapter 271.*

Sec. 106. Master and Servant. Indenture of minors by parents. Parents and guardians of minors, may indenture them as apprentices, to learn some trade or profession, males till twenty-one, and females till eighteen years of age, or to the time of their marriage within that age, *provided* such minors assent to and subscribe the indenture.—*General Statutes, 1902, Section 4684.*

Sec. 107. Minors may indenture themselves. Minors of the age of fourteen years, having no parent or guardian within this state, may indenture themselves apprentices, with the approbation of the selectmen of the town.—*General Statutes, 1902, Section 4685.*

Sec. 108. Selectmen may indenture apprentices. If any person, who has had relief from any town, shall suffer his children to misspend their time, and shall neglect to employ them in some honest calling, or if any person does not provide competently for his children, whereby they are exposed to want, or if any poor children in any town live idly or exposed to want and there are none to take care of them, the selectmen of such town, with the assent of a justice of the peace, may indenture such children to be apprentices to some proper trade for said term; and may indenture them in like manner, to any society, incorporated for the purpose of educating and relieving orphans or destitute children, located in this state, and may contract with such society, to defray wholly or in part the expenses of such child while in the institution to an amount not exceeding one dollar and fifty cents a week; such society shall have the same authority with regard to such children as over those surrendered to them by their parents.—*General Statutes, 1902, Section 4686.*

Sec. 109. Punishment for disobedient apprentices. If any indentured apprentice shall neglect to serve, according to the terms of the indenture, or shall disobey the lawful commands of his master, or waste his property, or be guilty of any wilful neglect of duty, the master may complain to any two justices of the peace in the town where he lives, who may issue a war-

rant and cause such apprentice to be brought before them, and inquire into the truth of the matters complained of; and if they find such apprentice guilty, may commit him to the workhouse for not more than thirty days; but such justices may order such apprentice, on reformation, to be released from the workhouse, or may cancel the indenture.—*General Statutes, 1902, Section 4687.*

Sec. 110. Runaway apprentice. When an indentured apprentice shall leave the service of his master any justice of the peace, on complaint of the master, may issue his warrant to any proper officer to pursue such apprentice, and bring him back, at the expense of the master.—*General Statutes, 1902, Section 4688.*

Sec. 111. Release of apprentices from service. Parents, guardians, selectmen, trustees of the Connecticut school for boys, and directors of the Connecticut industrial school for girls, shall inquire into the treatment of apprentices indentured by them respectively; and if they find that the master has failed to perform his part of the indenture they may cancel the indenture.—*General Statutes, 1902, Section 4689.*

Sec. 112. Absconding apprentice liable for damages. If any indentured apprentice shall abscond from the service of his master, such apprentice, when of age, shall be responsible for all the damages thereby occasioned.—*General Statutes, 1902, Section 4690.*

Sec. 113. Employment of minors and women. Section 1. No minor under sixteen years of age, and no woman, shall be employed in laboring in any manufacturing or mechanical establishment more than ten hours in any day, except when it is necessary to make repairs to prevent the interruption of the ordinary running of the machinery, or where a different apportionment of the hours of labor is made for the sole purpose of making a shorter day's work for one day of the week. Every employer in such establishment shall post in a conspicuous place in every room where such persons are employed, a notice, the form of which shall be furnished by the factory inspector, specifically stating the hours of work required of them on each day of the week, and the employment of any such person for a

longer time in any day than so stated shall be a violation of this section, unless it appears that such employment is to make up for time lost on some previous day of the same calendar week in consequence of the stopping of machinery upon which such person was employed or dependent for employment; but in no case shall the hours of labor exceed fifty-eight in a calendar week; provided, that in case any employer in such establishment shall, on or before the first day of January of any year, give notice to his employes, by notices posted as hereinbefore provided, that the hours of labor of minors under sixteen years of age and of women employed by him, as aforesaid, shall not exceed fifty-five in any week during the months of June, July, and August of the ensuing calendar year, then said employer may employ such minors and women not to exceed sixty hours in any week during said year, except during said months of June, July, and August.

Sec. 2. No minor under sixteen years of age, and no woman, shall be employed in laboring in any mercantile establishment, other than manufacturing or mechanical, more than fifty-eight hours in any calendar week; provided, that in case any employer in such establishment shall, on or before the first day of January of any year, give notice to his employes, by notices posted as provided in section one hereof, that the hours of labor of minors under sixteen years of age and of women employed by him, as aforesaid, shall not exceed fifty-five in any calendar week during the months of June, July, and August of the ensuing year, then said employer may employ such minors and women not to exceed sixty hours in any calendar week during said year, except during said months of June, July and August; and provided, further, that any employer in such establishment who shall, during each year, give not less than seven holidays with pay, shall be exempt from the provisions of this section during the period from the seventeenth to the twenty-fifth day of December of each year.

Sec. 3. No such minor and no woman shall in any event be employed in laboring in any such establishment as is described in section two hereof after ten o'clock in the evening of any day, unless the employer in such establishment shall, on such

day, employ two or more shifts or sets of such employes, in which event no one such shift or set of employes shall be so employed during more than ten hours of such day.

Sec. 4. It shall be the duty of the factory inspector to examine and inquire into the employment of minors and women in the establishments described in this act, and to investigate all complaints of violations hereof, and to report all cases of such violation to the prosecuting officer having jurisdiction thereof. The factory inspector shall, on or before the first day of December in each year, make a report to the governor of the number of such violations so reported by him, and of the prosecutions instituted thereon.

Sec. 5. Every person who wilfully employs, or has in his employment or under his charge, any person in violation of section one, two, or three of this act, and every parent or guardian who permits any such minor to be so employed, shall be fined not more than twenty dollars for each offense. A certificate of the age of a minor, made as provided in section 4705 of the general statutes and amendments thereof, shall be conclusive evidence of his age upon the trial of any person other than the parent or guardian for violation of any provision of this act.

Sec. 6. Nothing in this act shall be construed as repealing any provision of section 2116 of the general statutes or any amendments thereto.—*Public Acts of 1909, Chapter 220.*

Sec. 114. Legal day's work. Eight hours of labor, performed in any one day, by any one person, shall be a lawful day's work unless otherwise agreed.—*General Statutes, 1902, Section 4692.*

Sec. 115. Employes in a paper factory to be vaccinated. Whoever shall employ in the manufacture of paper any person who shall not have had the smallpox, or been vaccinated, shall pay to any town all expenses caused it by the sickness of such person with smallpox, contracted while so employed.—*General Statutes, 1902, Section 4693.*

Sec. 116. Withholding wages. Any person or corporation that shall withhold any part of the wages of any person, because of any agreement expressed or implied requiring notice

before leaving the employment, shall forfeit fifty dollars, half to him who shall sue therefor, and half to the state.—*General Statutes, 1902, Section 4694.*

Sec. 117. Weekly payments. Every corporation employing labor shall pay to its employes such compensation or wages as may be agreed upon, once a week; and such payment shall include all wages earned and unpaid up to the eighth day preceding the day of payment, and no deduction from said wages shall be made on account of such weekly payment.—*General Statutes, 1902, Section 4695.*

Sec. 118. Exemption from weekly payments. Every corporation which shall pay weekly to such of its employes as shall call at the usual place of payment for the same, eighty per cent. of their estimated wages, earned and unpaid before the eighth day preceding the day of payment, making no discount on account of such weekly payment, and shall pay in full once each month, and shall give notice of the same in its printed rules and regulations, shall be exempt from the provisions of Section 4695.—*General Statutes, 1902, Section 4696.*

Sec. 119. Penalty. Every officer of a corporation violating any provisions of Section 4695 shall be fined fifty dollars.—*General Statutes, 1902, Section 4697.*

Sec. 120. Superintendent not to receive pay for procuring employment. No contractor, foreman, superintendent, or supervisor of labor shall, while giving or contracting to furnish employment to any person, exact or receive any pay, or fee, directly or indirectly, from such person for so furnishing employment. Every person violating any provision of this section shall be fined not more than fifty dollars or imprisoned not more than sixty days, or both.—*General Statutes, 1902, Section 4698.*

Sec. 121. Inspection of lodging houses. Every agent of a firm or corporation and every other person who shall maintain or have charge of any structure used as a boarding house or place of abode for laborers employed by such person, firm, or corporation shall within seventy-two hours after such structure has been occupied for such purpose or purposes notify the health officer of the town, city, or borough, in which such struc-

ture is located. Such health officer within five days thereafter shall inspect such premises and may forbid the use of the same altogether, or make such other orders as he may deem necessary to protect the health of the inmates. Every person violating any provision of this section or failing to comply with any order of a health officer made pursuant to this section shall be fined not more than one hundred dollars.—*General Statutes, 1902, Section 4699.*

Sec. 122. Laborers not to be overcharged. Every agent of a corporation, or other person employing laborers, who shall charge or exact for articles of merchandise sold to such laborers a greater sum than is a reasonable price therefor in the town or city where such sales are made shall be fined not more than twenty-five dollars for such sale of each separate article.—*General Statutes, 1902, Section 4700.*

Sec. 123. Wages not to be scaled. No employer of labor, or any person acting for him, shall make a discount or deduction from the wages of any person employed by him, when the wages of the employe or any part thereof are paid at an earlier time than that at which such wages would regularly have been paid. Every person violating this section shall be fined not more than one hundred dollars.—*General Statutes, 1902, Section 4701.*

Sec. 124. Master's duty to servant. It shall be the duty of the master to exercise reasonable care to provide for his servant a reasonably safe place in which to work, reasonably safe appliances and instrumentalities for his work, and fit and competent persons as his collaborators; to exercise reasonable care in the appointment or designation of a vice-principal, and to appoint as such vice-principal a fit and competent person. The default of a vice-principal in the performance of any duty imposed by law on the master shall be the default of the master.—*General Statutes, 1902, Section 4702.*

Sec. 125. Seats to be provided for female employes. Every person, partnership, or corporation, employing females in any mercantile, mechanical, or manufacturing establishment shall furnish and provide suitable seats for the use of all females so employed, and shall permit the use of such seats by said fe-

males when they are not necessarily engaged in the active duties for which they are employed. Every person, partnership, or corporation violating any provision of this section shall be fined not more than fifty dollars.—*General Statutes, 1902, Section 4703.*

Sec. 126. Employment of children under fourteen. No child under fourteen years of age shall be employed in any mechanical, mercantile or manufacturing establishment.—*General Statutes, 1902, Section 4704.*

Sec. 127. Certificate of age of child. Every person or corporation employing a child under sixteen years of age in any mechanical, mercantile, or manufacturing establishment shall obtain a certificate showing that the child is over fourteen years of age. Such certificate shall be signed by the registrar of births, marriages, and deaths or by the town clerk of the town where the child was born, or by a teacher of the school which the child last attended, or by the person having custody of the register of said school. If a child was not born in the United States, the state board of education may investigate and, if it appears that said child is over fourteen years of age, may grant a certificate accordingly, and this certificate may be accepted as evidence of age. The parent or guardian of any child shall state, under oath, to the secretary or agent of the state board of education, the date of birth of the child, and shall present any family record, passport, or other documentary evidence which said board may require, showing the age of the child. The said secretary or agents may administer the oath required by this section. Every employer or other person having control of any establishment or premises where children under sixteen years of age are employed, who shall neglect to have and keep on file the certificates described in this section, or to show the same, with a list of the names of such children so employed, to the secretary or an agent of the state board of education, or to an agent of the board of school visitors, town school committee, or board of education, as the case may be, of the town in which the establishment or premises are located, when demanded during the usual business hours, shall be fined not more than one hundred dollars.

The fee for recording the birth of a child shall be fifteen cents, to be paid by the parent or guardian of the child. For a certificate of the record the fee shall be fifteen cents.

If a child who has not attended school in this state was born in the United States, but no record of the date of birth can be obtained, or if the record of the date of birth of a child on a school register in one year is inconsistent with the record in another year, or if a child has not attended school in this state at least one term of twelve weeks, the state board of education may investigate, and, if it appears that the child is over fourteen years of age, may grant a certificate accordingly, and this certificate may be accepted as evidence of age in lieu of the certificate prescribed in Section 4705 of the general statutes. When the parent or guardian applies for a certificate under the provisions of this section, he shall state under oath to the secretary or to an agent of the state board of education the date and place of birth, and shall exhibit upon request any family records or other papers showing the age of the child.—*General Statutes, 1902, Section 4705. As amended by Act of 1903, Chapter 75, and by Act of 1905, Chapter 115.*

Sec. 128. Penalty. Every person acting for himself, or as agent of a mechanical, mercantile, or manufacturing establishment, who shall employ, authorize, or permit to be employed in such establishment any child, in violation of any provision of Section 4704 or 4705, shall be fined not more than sixty dollars, and every week of such illegal employment shall be a distinct offense; provided, that no person shall be punished under this section for the employment of any child, when at the time of such employment the employer shall obtain, and thereafter during such employment keep on file, the certificate provided for in Section 4705.—*General Statutes, 1902, Section 4706.*

No certificate of age under the provisions of sections 4704, 4705, and 4706 of the general statutes and of chapter 75 of the public acts of 1903 shall be given to any child under sixteen years of age unless such child shall be able to read with facility, to write legibly simple sentences in the English language, and to perform the operations of the fundamental rules of arithmetic up to and including fractions; provided, however, that

foreign-born children may be given such certificate if over fourteen years of age and if they have an equivalent education in their native language.—*Public Acts of 1909, Chapter 123.*

Sec. 129. Enforcement of three preceding sections. It shall be the duty of the state board of education, and the school visitors, boards of education, and town school committees to enforce Sections 4704, 4705 and 4706; and for that purpose the state board of education may appoint agents under its supervision and control, for terms of not more than one year, who shall be paid not to exceed five dollars a day for time actually employed and necessary expenses, and whose accounts shall be approved by said board and audited by the comptroller. The agents so appointed may be directed by said board to enforce the provisions of the law requiring the attendance of children at school and to perform any duties necessary or proper for the due execution of the duties and powers of the board.—*General Statutes, 1902, Section 4707.*

Sec. 130. Appointment of board of arbitration. During each biennial session of the general assembly the governor shall, with the advice and consent of the senate, appoint a state board of mediation and arbitration, to consist of three persons, each of whom shall hold his office for two years. One of said persons shall be selected from the party which at the last general election cast the greatest number of votes for governor, one from the party which at the last general election cast the next greatest number of votes for governor, and the other from a *bona fide* labor organization of this state. Said board shall select one of its number to act as clerk or secretary, who shall keep a record of the proceedings of the board, and also keep all documents and testimony submitted to said board; he shall have power to call for and examine the books, papers, and documents of the parties to all cases before said board. Said arbitrators shall be sworn before entering upon the discharge of their duties.—*General Statutes, 1902, Section 4708.*

Sec. 131. Duties of board of arbitration. Whenever a grievance or dispute shall arise between an employer and his employees, the parties may submit the same directly to the state board of mediation and arbitration, and notify said board, or

its clerk, in writing. Whenever such notification is given, said board shall proceed, with as little delay as possible, to the locality of such grievance or dispute, and inquire into the causes thereof. The parties shall thereupon submit to said board, in writing succinctly, clearly, and in detail, their grievances and complaints and the causes thereof, and severally promise and agree to continue in business, or at work, without a strike or lockout until the decision of said board is rendered; *provided*, it shall be rendered within ten days after the completion of the investigation. The board shall fully investigate and inquire into the matters in controversy, take testimony under oath in relation thereto, and may by its chairman or clerk administer oaths and issue *subpoenas* for the attendance of witnesses and for the production of books and papers.—*General Statutes, 1902, Section 4709.*

Sec. 132. Decision to be in writing. After a matter has been fully heard, the board, by a majority of its members, shall within ten days render a decision thereon in writing, signed by a majority of the members of the board, stating such details as will clearly show the nature of the decision and the points disposed of by said board. One copy of the decision shall be filed by the board in the office of the town clerk in the town where the controversy arose, and one copy shall be given to each of the parties to the controversy.—*General Statutes, 1902, Section 4710.*

Sec. 133. Duty of board in case of a strike. Whenever a strike or lockout shall occur, or is seriously threatened, and it shall come to the knowledge of the board, it shall proceed, as soon as practicable, to the locality of such strike or lockout, put itself in communication with the parties to the controversy, and endeavor by mediation to effect a settlement of such strike or lockout; and may inquire into the causes of the controversy, and may *subpoena* witnesses and send for persons and papers.—*General Statutes, 1902, Section 4711.*

Sec. 134. Report. Said board shall, on or before the first of December in each year, make a report to the governor, and shall include therein such statements, facts, and explanations as will disclose the actual working of the board, and such sug-

gestions as to legislation as may seem to it conducive to harmony in the relation between employers and employed.—*General Statutes, 1902, Section, 4712.*

Sec. 135. Definition of term employer. The term employer shall include a firm, company, and corporation.—*General Statutes, 1902, Section 4713.*

Sec. 136. Imitation of trades union label. Whenever any person, or any association or union of workingmen, has heretofore adopted or used, or shall hereafter adopt or use, any label, trade-mark, term, design, device, or form of advertisement for the purpose of designating, making known, or distinguishing any goods, wares merchandise, or other product of labor as having been made, manufactured, produced, prepared, packed, worked upon, or put on sale by such person or association or union of workingmen, or by a member or members of such association or union, and shall have recorded such label, trade-mark, term, design, device, or form of advertisement as hereinafter provided in section three of this act, it shall be unlawful for any person or corporation to counterfeit or imitate such label, trade-mark, term, device, or form of advertisement, or to use, sell, offer for sale, or in any way utter or circulate, any counterfeit or imitation of such label, trade-mark, term, design, device, or form of advertisement. Every person wilfully and knowingly violating any provision of this section shall be fined not less than one hundred dollars nor more than two hundred dollars, or imprisoned not less than three months nor more than one year, or both.

Every such person, association, or union that has adopted or shall adopt a label, trade-mark, term, design, device, or form of advertisement, as aforesaid, may file the same for record in the office of the secretary of the state by leaving two copies, counterparts, or facsimiles thereof, with the secretary of the state. Said secretary shall deliver to such person, association, or union so filing the same a duly attested certificate of the record of the same. Such certificate of record, or a duly certified copy thereof, shall, in all suits and prosecutions under sections 4907, 4910, and 4911 as amended, and section 4912, be sufficient proof of the adoption of such label, trade-mark, term,

design, device, or form of advertisement, and of the right of said person, association, or union to adopt the same. No label shall be recorded that would probably be mistaken for a label already of record.

All records or certificates of the record of labels, trade-marks, terms, designs, devices, or forms of advertisement which may, prior to the passage of this act, have been made or delivered in compliance with, or in attempted compliance with, sections 4907 and 4909 of the general statutes, are hereby validated and shall have the same force and effect as if made or delivered under and pursuant to the provisions of this act.

Every such person, association, or union adopting a label, trade-mark, term, design, device, or form of advertisement, as aforesaid, and having duly recorded the same as hereinbefore provided, may enjoin the manufacture, use, display, or sale of any counterfeit or imitation thereof, or the sale of goods bearing any counterfeit or imitation thereof, either in its identical form, or in such near resemblance thereto as is calculated or liable to deceive; and all courts having jurisdiction thereof shall grant injunctions to restrain such manufacture, use, display, or sale, and shall award the complainant in such suit, such damages, resulting from such wrongful manufacture, use, display, or sale, as may by said court be deemed just and reasonable, and shall require the defendants to pay to such person, association, or union the profits derived from such wrongful manufacture, use, display, or sale; and such court shall also order that all such counterfeits or imitations in the possession or under the control of any defendant in such case be delivered to an officer of the court or to the complainant to be destroyed.

Every person who shall use or display the genuine label, trade-mark, term, design, device, or form of advertisement of any such person, association, or union, which shall have been duly recorded as hereinbefore provided, in any manner not authorized by such person, union, or association, knowing that such use or display is not so authorized, shall be fined not less than one hundred nor more than two hundred dollars, or imprisoned not less than three months nor more than one year, or both. In all cases where such association or union is not

incorporated, suits under sections 4907 and 4910 as amended, section 4912, and this section may be commenced and prosecuted by any officer or member of such association or union, in behalf of and for the use of such association or union.—*General Statutes, 1908, Sections 4907, 4908, 4909, 4910 and 4911. As amended by Act of 1907, Chapter 151.*

Sec. 137. Unauthorized use of name or seal. Every person who shall in any way use the name or seal of any such person, association or union, or officer thereof, in and about the sale of goods or otherwise, not being authorized to so use the same, and knowing that such use is unauthorized, shall be fined not less than one hundred nor more than two hundred dollars, or imprisoned not less than three months nor more than one year, or both.—*General Statutes, 1908, Section 4912.*

Sec. 138. Protection of workmen employed on buildings. Every person employing another to perform labor of any kind in erecting, repairing, altering, or painting any building or other structure who shall provide or furnish, or cause to be provided or furnished, for the performance of such labor, any swinging scaffolding or staging to be used on the exterior of such building or other structure at a greater height than thirty-five feet from the ground, shall, except as hereinafter provided equip such scaffolding or staging with a guard rail of some suitable material attached to such scaffolding or staging at a height not less than thirty-four inches above the flooring thereof, such rail to be properly secured and braced, and to extend along the entire length of the outside of such scaffolding or staging; provided, that such requirement shall not apply to any scaffolding or staging exclusively used for the purpose of riveting, or to any scaffolding or staging less than four feet in length.

Any contractor or owner, when constructing, in any city, a building, the plans and specifications for which require the floors to be arched between the beams thereof or where the floors or filling in between the floors are of fireproof material or brickwork, shall complete such flooring or filling-in, as the building progresses, to within not more than three tiers of beams below that on which the iron work is being erected, or

shall cover with planks not less than two inches in thickness such portion of each alternate tier of floor beams as may be reasonably necessary to give protection to those employed in the erection of such building. If the plans and specifications of such building do not require filling-in between the beams of floors with brick or other fireproof material, all contractors for carpenter work in the course of construction shall lay the under flooring thereof on each story, as the building progresses, to within not more than two stories below that to which such building has been erected. Except in such buildings as are not to be lathed and plastered a temporary flooring at least eight feet wide, and protected on the outer edge by a plank at least eight inches high shall be laid, as the building progresses, around the inner side of the outer walls thereof on the floor below that to which such building has been erected. If the floor beams are of iron or steel, the contractors for the iron and steel work of any building in the course of construction, or the owners of such building, shall cover with planks not less than two inches in thickness that portion of the tier of iron or steel beams on which the structural iron or steel work is being erected. The flooring, planking, or filling-in, as required by this section, shall not include such spaces as may reasonably be required for the proper construction of any such building, and for the raising and lowering of material to be used in such construction, or such spaces as may be designated by the plans or specifications for stairways and elevator shafts. In buildings more than three stories in height, all such spaces other than those used for elevating or hoisting purposes shall be protected, on each story, by a guard rail at a height of three and one-half feet, and by a board at least eight inches high close to the floor. All spaces in such buildings used for elevating or hoisting purposes shall be protected at the ends thereof, if such ends are more than three feet in width, by some suitable barrier not less than five feet high, and the sides of such spaces on any story upon which the delivery of material has ceased shall be provided with a movable wooden bar at least two inches by four inches in section and of sufficient length to extend across such opening at a height of three and

one-half feet above the floor. When such bar has been provided, neither the contractor nor the owner shall be held responsible for any injury or damage resulting from the failure on the part of workmen, employes, or others to use said protection.

The chief officer of any city charged with the enforcement of the building laws of such city is hereby charged with the enforcement of the provisions of this act.

Any person violating any of the provisions of this act shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.—*Public Acts of 1907, Chapter 152.*

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**BILLS RELATING TO LABOR, INTRODUCED
INTO AND REJECTED BY THE GENERAL
ASSEMBLY AT ITS JANUARY SESSION,
1909.**

A bill designated as Senate Bill No. 2, which had been considered by the General Assembly of 1907 and referred to the 1909 session for action entitled "An Act Concerning Liability of Employers," providing for the recovery of damages for a personal injury caused by the negligence of a person acting in the place of the employer, or by the negligence of such person who may have been in charge of the work; or by reason of a defect in the condition of the ways, works, or machinery connected with or used in the business of the employer; or the superintendent, workman, or other employe of such independent contractor, as may be acting for or in place of the employer under a sub-contract. And further providing that a car which is in the use of a railroad corporation shall be considered as a part of the ways, works, or machinery of said corporation. The act further provides that if such injury is due to the personal negligence of the employe, or if the employe knew of the defect in the ways, works, or machinery which caused his injury and fails to report the same to the employer or some person superior to him in the service of the employer, within a reasonable time after he obtained such knowledge, no damages can be recovered for his injury. In case of instantaneous death, the damages shall be limited to five thousand dollars; and where the injury for which the employe seeks to recover damages, causes the loss of both eyes, or both arms, the damages shall be limited to fifteen thousand dollars; and in all other cases for which an employe seeks to recover under this act the rate of damages shall be limited to seven thousand dollars.

This bill was reported upon unfavorably by the Committee on the Judiciary, on June 8th, was rejected in the Senate on that date and similar action was taken by the House July 15th.

House Bills Nos. 23 and 39, concerning the same subject were also referred to the Session of 1909 by the Legislature of 1907.

Both bills were reported upon unfavorably by the Committee on the Judiciary and rejected in the House July 8th, the Senate taking similar action July 13th.

Senate Bill No. 207. By Senator Arnold of the Twenty-second District, entitled "An Act Defining a Legal Day's Work," providing that eight hours shall constitute a legal day's labor upon all state work of whatever character.

The Committee on the Judiciary reported the bill on April 27th recommending its rejection.

The Senate rejected the bill and the House took similar action on May 4th.

House Bill No. 128. By Mr. Bishop of New Haven, entitled "An Act Concerning Damages Recoverable for Negligence Resulting in Death," providing for amendment to Section 1094, General Statutes, so that the executive administrator of any person whose death shall have been caused by negligence may recover just damages.

The Committee on the Judiciary made a favorable report to the House on July 8th. The House took action on the bill July 14th adopting the report of the committee and passed the measure. The bill was acted upon in the Senate July 21st.

Senator Searls of the Twenty-eighth district moved that the bill be rejected, and the report of the committee rejected.

The motion was discussed by Senator Searls of the Twenty-eighth district, Stiles of the Twelfth district, Peck of the Twenty-fourth district, Fenn of the Fourth district, Alsop of the Fifth district, Latimer of the Eighteenth district, Holzer of the Twenty-first district, Reed of the Twenty-seventh district, and Arnold of the Twenty-second district.

On motion of Senator Alsop of the Fifth district, the vote was ordered to be taken by the yeas and nays.

The bill was further discussed by Senators Peck of the Twenty-fourth district, Stiles of the Twelfth district, and Manwaring of the Twenty-third district.

Senator Searls of the Twenty-eighth district withdrew his motion that the bill be rejected and the report of the committee be rejected.

Senator Fenn of the Fourth district, moved that the bill be passed, and the report of the committee accepted.

The motion did not prevail.

Whole number of votes cast,	30
Necessary for passage,	16
Number voting yes,	14
Number voting no,	16

There being disagreeing action the bill was immediately transmitted to the House.

On motion of Mr. Burnes of Greenwich, the House voted to insist and ask for a Committee on Conference.

Messrs. Tingier of Vernon and Bishop of New Haven were appointed as such committee.

On July 22nd, on motion of Senator Fenn of the Fourth district the Senate voted to grant the request of the House.

On August 12th, on motion of Senator Fenn of the Fourth district Senator Chase of the Fifteenth district was appointed as such committee.

Senator Chase reported that the committee had been unable to agree.

Senator Chase, of the Fifteenth district, moved that the Senate adhere to its former action in rejecting the bill, and accept the report of the Committee of Conference.

Senator Fenn of the Fourth district, moved an amendment, that the Senate reconsider its former action and concur in the action of the House in passing the bill.

At the request of Senator Fenn of the Fourth district, the question of accepting the report of the Committee of Conference and adhering to former action was divided.

The report of the Committee of Conference was then accepted.

The motion to reconsider and concur with the House in the passage of the bill was discussed by Senators Searls of the Twenty-eighth district, Latimer of the Eighteenth district, Chase of the Fifteenth district, Peck of the Twenty-fourth district, Luther of the First district, Fenn of the Fourth district, and Higgins of the Thirty-fifth district.

On motion of Senator Fenn of the Fourth district, the vote was ordered to be taken by yeas and nays.

The motion to amend did not prevail.

The vote was as follows:

Whole number voting,	27
Necessary for passage,	14
Number voting yes,	18
Number voting no,	14

On the same date the Committee on Conference, to whom was referred House Bill No. 128, reported to the House through Mr. Bishop of New Haven that the conferees had been unable to agree.

On motion of Mr. Bishop of New Haven the House voted to adhere to its former action in passing the bill. By disagreeing action, therefore, the bill was defeated.

House Bill No. 133. By Mr. Bishop of New Haven (by request), entitled "An Act Concerning an Employer's Liability," providing that in actions by an employe against an employer for negligence the defense that the negligent act was the act or acts of a fellow servant shall be available to no greater extent than if the suit had been brought by a person other than an employe of the defendant.

The above bill was introduced into the House on February 2nd and was referred to the Committee on the Judiciary.

The committee reported July 8th, recommending the rejection of the bill and the passage of a substitute therefor.

On July 14th the House passed the Substitute bill. The bill was considered in the Senate on July 21st, and explained by Senator Searls of the Twenty-eighth district, chairman of the committee on the part of the Senate, and discussed by Senators Fenn of the Fourth district, Latimer of the Eighteenth district, and Luther of the First district.

On motion of Senator Fenn of the Fourth district, the vote was ordered to be taken by the yeas and nays.

Senator Fenn of the Fourth district moved the passage of the substitute bill and the acceptance of the report of the committee.

The vote on the substitute bill resulted as follows:

Whole number voting,	30
Necessary for passage,	16
Number voting yes,	15
Number voting no,	15

The result of the vote being a tie, the president *pro tempore* thereupon voted "no," the substitute bill was rejected, and the report of the committee rejected.

The bill was at once transmitted to the House and on July 29th on motion of Mr. Bishop of New Haven, the House voted to insist and ask for a Committee of Conference.

Messrs, Lyon of Thomaston and Bishop of New Haven were appointed as such committee.

On August 3rd the bill was received from the House, that body having voted to insist, and ask for a Committee of Conference.

Senator Fenn of the Fourth district moved that the Senate grant the request of the House and that Senator Chase be appointed as the committee.

On motion of Senator Latimer of the Eighteenth district the substitute bill was tabled.

Later, on motion of Senator Fenn of the Fourth district, the substitute bill was taken from the table.

Senator Fenn of the Fourth district withdrew his motion.

On motion of Senator Fenn of the Fourth district the Senate voted to grant the request of the House.

On motion of Senator Fenn of the Fourth district Senator Searls of the Twenty-eighth district was appointed as such committee.

The bill was again considered by the House on August 19th and on motion of Mr. Bishop of New Haven, that body adhered to its former action in passing the substitute bill.

On the same date the report of the Committee of Conference was presented in the Senate by Senator Searls of the Twenty-eighth district.

Senator Searls of the Twenty-eighth district moved that the Senate adhere to its former action in rejecting the substitute bill.

The motion was discussed by Senator Searls of the Twenty-eighth district, Fenn of the Fourth district, Arnold of the Twenty-second district, Latimer of the Eighteenth district, Peck of the Twenty-fourth district, Higgins of the Thirty-fifth district, and Chase of the Fifteen district.

At the request of Senator Fenn of the Fourth district, the vote was ordered taken by yeas and nays.

The vote upon the motion to adhere resulted as follows:

Whole number voting,	24
Necessary to adhere,	13
Number voting yes,	12
Number voting no,	12

The result of the vote being a tie, the president *pro tempore* voted "Yes," and the motion to adhere prevailed.

Both houses having voted to adhere to disagreeing action the bill was defeated.

House Bill No. 165. By Mr. Wilcox of Cornwall, entitled "An Act Concerning Equitable Process After Judgment," providing for summoning into court of any judgment debtor by the creditors upon affidavit that the judgment was due by reason of having furnished necessities of life or for work and labor performed, and the examination of such debtor as to his ability to pay such debt, and rendition of judgment with reference thereto, and providing for the enforcement of the decree of the court by imprisonment of such debtor of not more than fourteen days.

The Committee on the Judiciary made an unfavorable report on this bill June 28rd and it was rejected by that body on the date named, similar action being taken by the Senate June 29th.

House Bill No. 217. By Mr. Forster of Vernon, entitled "An Act Concerning Contributory Negligence," providing that contributory negligence shall not be a bar to recovery of damages but that the damages recovered may be diminished by contributory negligence.

Upon the unfavorable report of the Committee on the Judiciary which was made to the House on May 12th, that body rejected this bill, the Senate taking concurrent action May 18th.

House Bill No. 307. By Mr. Williamson of Darien, entitled "An Act Concerning Foreign Attachment," providing for amendment to Chapter 195 of the Public Acts of 1905, by providing that said act shall not apply to a claim for the defendant's personal lodging.

The Committee on the Judiciary reported this bill unfavorably to the House on June 8th and it was rejected by that body, the Senate taking similar action on June 10th.

House Bill No. 310. By Mr. D'Esopo of Hartford (by request), entitled "An Act Concerning Equitable Process after Judgment," providing that where a judgment founded on a claim for the necessities of life furnished to the debtor or his family or for work or labor personally performed by the judgment creditor or for the purchase of the article exempt as prescribed by Section 907 of the General Statutes, is returned unsatisfied, such a judgment creditor may within ten years bring supplementary proceedings against said judgment debtor.

This bill was reported to the House unfavorably by the Committee on the Judiciary on June 23rd. On August 12th the House voted to indefinitely postpone action, the Senate concurring on August 17th thereby defeating the measure.

House Bill No. 337. By Mr. Hayes of Waterbury, entitled "An Act Concerning Recovery of Wages by Wage Earners," providing that no property of the employer shall be exempt from attachment or levy in cases where the action is brought for services rendered or wages earned in an employment which answers generally to the description "wage earner," and providing that execution may be levied upon the defendant's body and such defendant may be kept in the county jail until the

execution be fully satisfied, in case the defendant be a corporation and it shall fail to satisfy such execution, its corporate existence may be annulled upon proper notice to the Secretary of State, and in case a foreign corporation, its right to do business in this state shall be terminated, etc.

The bill was reported upon unfavorably in the House by the Committee on the Judiciary May 12th and that body rejected the bill. The Senate took the same action on May 18th.

House Bill No. 600. By Mr. Clark of Derby, entitled "An Act Concerning Conspiracy," providing that a combination of two or more persons shall not be deemed a conspiracy, if the acts committed by them would not be punishable as a crime if committed by one person.

This bill was introduced into the House and referred to the Committee on the Judiciary. When the bill reached the Senate on February 16th on motion of Senator Fenn of the Fourth district it was referred to the Committee on Labor. On February 17th the House, on motion of Mr. Burnes of Greenwich voted to insist on its reference of the bill to the Committee on the Judiciary and ask for a Committee of Conference. Messrs. Malone of Bristol and Clark of Derby were appointed as such committee.

On February 18th the bill was received in the Senate and on motion of Senator Fenn of the Fourth district, the Senate voted to grant the request of the House.

On motion of Senator Fenn of the Fourth district, Senator Searls of the Twenty-eighth district was appointed as such committee.

March 4th on motion of Senator Searls of the Twenty-eighth district the Senate reconsidered its former action, and voted to concur in the action of the House.

On May 12th the report of the Committee on the Judiciary recommending the rejection of the bill was received in the House and that body adopted the report, the Senate concurring in rejecting the bill May 18th.

House Bill No. 604. By Mr. Gabb of Bloomfield, entitled "An Act Amending an Act Concerning Foreign Attachments," providing for the amendment of Chapter 195 of the Public

Acts of 1905 by reducing the amount exempt from attachment for the personal services of the debtor to fifteen dollars.

The bill was reported upon unfavorably by the Committee on the Judiciary on April 14th, rejected in the House on that date, the Senate taking like action April 20th.

House Bill No. 619. By Mr. Fisk of Branford, entitled "An Act Concerning Conspiracy," providing that a combination by two or more persons shall not be deemed a conspiracy in case such act if committed by one person should not be a crime.

In its report upon this bill the Committee on the Judiciary recommended its rejection. The House voted to reject the bill on May 12th and the Senate took similar action May 18th.

House Bill No. 625. By Mr. Malone of Bristol, entitled "An Act Concerning Intimidation and Boycotting," providing for an amendment of Section 1296 of the General Statutes by adding thereto that its provisions shall not apply to two or more persons entering into an agreement to do any act in furtherance of a trade dispute, provided such act if committed by one person would not be a crime.

This bill was unfavorably reported upon by the Committee on the Judiciary May 12, was rejected in the House on that date and in the Senate May 18th.

House Bill No. 632. By Mr. Forster of Vernon, entitled "An Act Providing for the Abolition of the Fellow Servant Rule in Personal Injury Cases," and fixing the liability on employers to employes in such cases.

The Committee on the Judiciary recommended the rejection of this bill in its report to the House and that body adopted the report July 8th, the Senate taking concurrent action July 13th.

House Bill No. 651. By Mr. Lafrance of Plainfield (by request), entitled "An Act Concerning Equitable Process After Judgment," providing that where a judgment is founded on a claim for the necessities of life or for personal labor, an order may be issued by the court citing such judgment debtor to show cause why such judgment should not be satisfied, and inquiry may be had as to the financial ability of such judgment debtor to pay such judgment.

This bill was rejected in the House June 23rd upon the unfavorable report of the Committee on the Judiciary, the Senate taking similar action June 29th.

Senate Bill No. 65. By Senator Bowen of the Fourteenth district, entitled "An Act Concerning Regulation of the Street Trades for Boys Under Fifteen Years of Age," providing for regulation of the employment of boys under fifteen years of age, to sell papers, black boots, or deliver goods or messages.

The report of the Committee on Education recommending its rejection and the passage of a substitute therefor was received in the Senate May 11th. The substitute bill was rejected by the Senate July 20th and by the House July 28th.

Senate Bill No. 66. By Senator Bowen of the Fourteenth district, entitled "An Act Concerning the Employment of Girls Under Sixteen Years of Age, and of Boys Under Fifteen Years of Age," providing that girls under sixteen years of age shall not sell papers on the street, nor be employed in mercantile or manufacturing establishments, or in telegraph, telephone, or hotel office, or in laundry or restaurant, and that boys under fifteen years of age shall not be employed in any manufacturing, mercantile, or mechanical pursuit, or in elevator, theatre or bowling alley.

The Committee on Education reported this bill unfavorably. It was rejected in the Senate on May 20th and in the House May 25th.

House Bill No. 195. By Mr. Johnson of Manchester, entitled "An Act Concerning the Employment of Children Under Sixteen Years of Age," providing that no child shall be employed in any manufacturing, mechanical or mercantile establishment more than ten hours in any twenty-four hours or longer than fifty-five hours in any week, who is not sixty inches in height and weighs less than eighty pounds, without a proper certificate, and prohibiting the employment of children under fifteen in certain establishments, and providing the inspection of such establishments, and the registration of said minors and a penalty for violations of this act.

This bill was reported upon unfavorably by the Committee on Education. It was rejected in the House May 25th and in the Senate June 1st.

House Bill No. 196. By Mr. Johnson of Manchester, entitled "An Act Concerning the Attendance of School Children Under Sixteen Years of Age," providing for certain educational requirements of children employed in certain establishments, and for the duties of the guardian or parent of such child, and providing for the aid of such child in certain cases and for the repeal of Chapter 29 of the Public Acts of 1903, as amended by Chapter 36 of the Public Acts of 1905.

The Committee on Education recommended the rejection of this bill. It was rejected in the House May 25th and in the Senate June 1st.

House Bill No. 197. By Mr. Johnson of Manchester, entitled "An Act Amending an Act Concerning Certificates of Age of Employed Children," providing for amendment to Section 4705 of the General Statutes, as amended by Chapter 251 of the Public Acts of 1907, by providing for the issuance of a certificate upon certain educational qualifications.

The report of the Committee on Education was unfavorable. It was rejected in the House May 12th and the Senate concurred May 18th.

House Bill No. 254. By Mr. Bishop of New Haven (by request), entitled "An Act Concerning the Attendance of Children in the Public Schools," providing for repeal of acts relating to the attendance of children over fourteen and under sixteen years of age.

This bill was rejected in the House May 19th upon the recommendation of the Committee on Education. The Senate took concurrent action May 25th.

House Bill No. 349. By Mr. Carrington of Winchester, entitled "An Act Relating to the Employment of Children," providing that no child under sixteen years of age shall be employed in any mechanical, mercantile or manufacturing establishment unless he or she has completed the studies of the sixth grade, or year of the public schools, nor shall any child under sixteen years of age be so employed, unless he can read

intelligently, write simple sentences, and do common sums in arithmetic, provided that foreign born children over fourteen years of age, who have a good education in their own language, may work in said establishments, a certificate must be placed on file showing that these conditions have been complied with.

This bill was reported upon unfavorably by the Committee on Education. It was rejected in the House May 18th and in the Senate May 19th.

House Bill No. 138. By Mr. Forster of Vernon, entitled "An Act Concerning the Employment of Minors and Women," providing for amendment to Section 4691, General Statutes, by inserting "Fifty-five" in lieu of "Sixty" in the fourteenth line thereof.

The Committee on Labor reported this bill unfavorably on June 17th. It was rejected in the House on that date and the Senate took concurrent action June 23rd.

House Bill No. 350. By Mr. Hayes of Waterbury, entitled, "An Act Concerning Italian and Other Alien Laborers," providing for the appointment by the Commissioner of the Bureau of Labor Statistics of competent persons as special agents, to inform alien laborers of their contract rights under the laws of the state.

The Committee on Labor reported this bill unfavorably June 22nd. It was rejected in the House on that date and in the Senate July 20th.

House Bill No. 664. By Mr. Fish of Newington, entitled "An Act Amending Chapter 257, Acts of 1907, Concerning the Employment of Minors and Women," providing for amendment so that minors under sixteen years of age, and women shall not be employed in any manufacturing establishment, hotel, mercantile establishment, office or laundry, more than ten hours each day, and providing for the posting of notices in such establishments by the employers of the number of hours which such persons are required to work, and imposing a penalty for violation of the provisions of this Act.

This bill was reported unfavorably upon by the Committee on Labor. It was rejected in the House June 17th and the Senate took similar action June 23rd.

House Bill No. 665. By Mr. Scott of Plymouth, entitled "An Act Concerning Mediation and Arbitration," providing for appointment by the Governor biennially of a mediator of labor difficulties, defining his duties, fixing his salary, and repealing Sections 4708, 4709, 4710, 4711, 4712, and 4713.

The Committee on Labor reported this bill unfavorably and it was rejected in the House June 22nd, the Senate concurred July 20th.

House Bill No. 666. By Mr. Hayes of Waterbury, entitled "An Act Concerning Farriers," providing for appointment of a board of examiners of farriers by the Governor, defining their qualifications, duties, term and oath of office, and fixing a penalty for practicing the occupation of a farrier without license from said board.

This bill was reported unfavorably upon by the Committee on Labor June 17th. The House rejected the bill on that date, the Senate concurring June 23rd.

House Bill No. 84. By Mr. Tingier of Vernon, entitled "An Act Concerning Toilet Rooms in Manufacturing Establishments," providing for an amendment to Chapter 140, Acts of 1905, so that the provisions of this section shall apply to all manufacturing establishments as apply prior to the passage of this act to foundries.

This bill was originally referred to the Committee on the Judiciary, by concurrent action, however, it was subsequently referred to the Committee on Manufactures. This committee made an unfavorable report and it was rejected in the House April 28th and in the Senate May 4th.

House Bill No. 667. By Mr. Donovan of Meriden, entitled "An Act Concerning Water Closets in Factories," providing for the establishment of one water closet to every twenty-five persons employed in any factory where less than one hundred persons are employed, and one closet for every thirty employes in factories where more than one hundred are employed.

When introduced this bill was referred to the Committee on Labor. It was subsequently referred to the Committee on

Manufactures. That Committee reported the bill unfavorably April 28th. The House rejected the bill on that date and the Senate concurred in that action May 4th.

House Bill No. 371. By Mr. Coffin of Windsor Locks (by request), entitled "An Act Amending an Act Concerning the Number of Brakemen Required on Trains," providing for an amendment of Section 3799 of the General Statutes, by increasing the penalty to five hundred dollars for each offense, to be recovered by the state's attorney in the county where the offense was committed.

The Committee on Railroads reported this bill unfavorably in the House June 29th. That body rejected the bill on that date, the Senate taking concurrent action June 30th.

